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Automotive News

NEWSPAPER

OCTOBER 5, 1992

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Program car total to drop

Makers slate 1.2 million for '93; mileage will grow

CHARLES M. THOMAS
Staff Reporter

Although the overall program car volume is down from 1991, when it reached a peak of 1.5 million vehicles, some automakers are finding it hard to keep a pledge to dealers to make major reductions in daily rental fleets. Still, program car volume will drop to 1.2 million vehicles in the 1993 model year from 1.4 million in 1992.

Part of the dilemma for automakers stems from this summer's air fare wars, which boosted travel enormously.

Cars are staying in rental fleets longer, so they are returning to auctions from daily rental fleets with much higher mileage than before.

As a result, there is a clearer distinction between program cars and new cars, which should please dealers.

A General Motors official told members of the National Auto Auction Association meeting in Nashville, Tenn., recently that GM plans to slash 250,000 program cars from daily rental fleets in the new model year.

But if retail sales remain sluggish, automakers -- particularly GM — could backpedal and increase sales to daily rental companies to hold market share and keep factories humming.

Chrysler said it will raise its program car volume to 200,000 in the 1993 model year, up from 150,000 in the 1992 model year.

Ford Motor Co. will stay at about the same level in 1993, selling 377,000 daily rental vehicles at the auctions.

Program-car volume peaked in 1991 with an estimated 1.5 million units sold to daily rental companies and repurchased by the automakers for sale to dealers at closed auctions.

Domestic automakers keep those clean, low-mileage vehicles in daily rental fleets for six months and a minimum of 12,000 to 15,000 miles. Importers tend to keep the vehicles in fleets for fewer than 10,000 miles.

Although program cars have helped new-car dealers weather the recession, dealers have complained that program cars replaced new-

see PROGRAM, 38

news

EC seeks refund of Eurostar aid

LONDON — The European Commission moved late Friday to formally seek repayment of more than $100 million in subsidies paid by Austria to Chrysler Corp.'s Eurostar plant and to impose a 10 percent import duty on every minivan produced there for sale in Europe.

The commission, executive arm of the 12-nation European Community, sent the dispute to the Council of Ministers, which is empowered to impose the penalties. In early September, the commission ruled that the $141 million subsidy given to Chrysler far exceeded EC guidelines and set a Sept. 30

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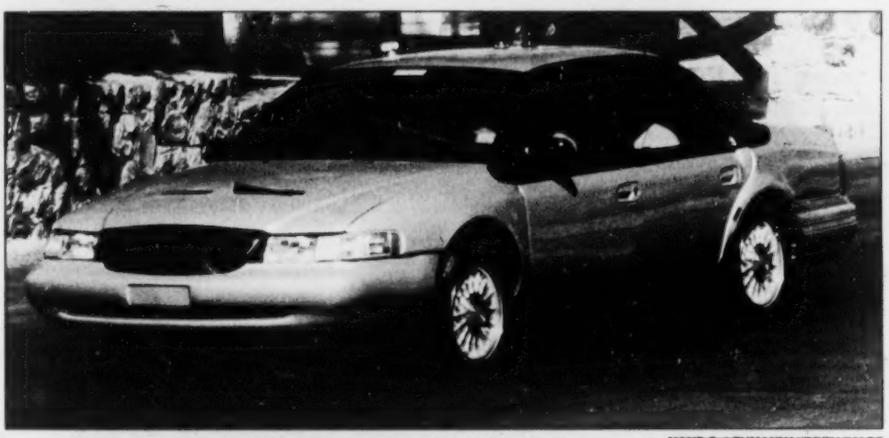

HANS G. LEHMANN/HIDDEN IMAGE

Lincoln tests new Continental design

Here's the first spy photograph of the new, larger Lincoln Continental that is expected in early 1994 as a 1995 model. The sloping grille design mimics the Mark VIII and will house the same double-overhead-camshaft 4.6-liter V-8. Insiders say upper and lower control arms will replace MacPherson struts up front to allow a lower cowl and hoodline.

Q&A

Thomas Mignanelli has spent five years trying to rebuild Nissan Motor Corp. in U.S.A., and he's frustrated by the lack of visible signs of progress. But that will change soon, he says. In an interview on Page 21, Mignanelli discusses Nissan's struggles and hopes.

Ford to define paint policy on 'F' pickups

KATHY JACKSON
Staff Reporter

Ford officials have agreed to meet with Virginia investigators this month regarding complaints that the company may be using discriminatory policies in fixing paint flaws on F-series trucks.

A.E. Hantwerker, who manages the consumer affairs investigations office for Virginia, said the Oct. 27 meeting is a result of a letter he sent to Ford Chairman Harold Poling regarding numerous calls to his office from consumers who say Ford fixes some trucks but not others.

"One of the concerns is whether there is a warranty or a non-publicized adjustment program," Hantwerker said.

see PAINT, 38

A model year for cars

Never before has there been such a variety of choices for buyers. *Automotive News Insight*, which follows Page 22, has the deal on all the '93 cars.

Paris parade pinches pennies

Facelifts and new engines are profuse at '92 car show

DIANA T. KURYLKO
Staff Reporter

FRANKFURT — Blame it on the economy, too many firecracker prototypes at previous shows or that old standby — the engineering department.

Whatever, there is little doubt that this week's Paris auto show will be about as tantalizing as the new long hemlines the haute couture designers are touting this year.

The show, the biennial *Mondial de l'Automobile*, runs from Thursday to Oct. 18.

But there will be plenty of facelifts and new engines as makers try to breathe new life into aging or not-so-popular cars. Nothing to ooh and ahh over, of course, except the new Ferrari 456GT. But a Ferrari is like an Yves Saint Laurent gown: Few can afford the original, but it won't be long before the stylists create a cheaper copy.

In the slow race, Nissan's Micra may capture the show's "Most Significant" award. The car comes from Nissan's factory in Sunderland, England, and is one of the first fruits of the Japanese industry's looming new industrial presence in Britain.

About 130,000 of the tiny cars will flood Europe within a year — and that annual production will require only 1,600 workers. Nissan claims the Micra has 83 percent European content.

The boxy, all-new Micra moves up a notch from its predecessor to compete in an already crowded supermini segment with the Renault Clio, Rover Metro, Ford Fiesta and Volkswagen Polo. Its predecessor, which came from Japan, competed in the mini segment.

The Micra has the same exterior

see PARIS, 5

Ferrari S.p.A. is showing its all-new 2+2 coupe, the 187-mph 456 GT, at Paris.

Lopez denies breaking contracts

EDWARD LAPHAM
Managing Editor

WARREN, Mich. — It was his turn to talk, and General Motors' worldwide purchasing czar defended his new world order that has turned the automotive supplier community upside down.

J. Ignacio Lopez, GM vice president in charge of worldwide purchasing, met reporters last week for the first time in his new job. Speaking at the headquarters for GM's North American Operations, Lopez said emphatically that the company hasn't broken any contracts with suppliers, and won't break any.

GM's suppliers have been in an uproar for four months, claiming they were told all contracts were open and would have to be rebid.

Some suppliers have complained that GM has canceled their contracts, taken their proprietary designs and given them to other suppliers, with no regard to cost, patent rights or the supplier's ability to recoup investments.

see LOPEZ, 39

Automotive News

BIG LEAP FOR ALTIMA
Nissan ads jump past competition to build image. PAGE 6

ALASKANS SEEK ALLIANCE
Need for dealer representation is growing in 50th state. PAGE 8

SWEETHEART ENGINEERING
States tap into fleet funds for home-team technology. PAGE 8

MAZDA MUNCHKIN

▲ AZ-1 mini is attention-getter for Japan. PAGE 23

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corrections

■ A Sept. 21 article on Page 16 incorrectly included the Cadillac Fleetwood among 1993 General Motors cars that will use R134a refrigerant.

■ A Sept. 21 article on Page 34 incorrectly said Cummins Engine Co. was the first to certify a natural-gas heavy-duty engine in California. Tecogen Inc. of Waltham, Mass., did it Feb. 27, 1991.

■ A Sept. 28 article on Page 4 incorrectly stated the loss by the parent of Rolls-Royce Motor Cars Ltd. in the first half of 1992. The correct figure is £4.3 million ($7.6 million).

JIM DUNNE/POPULAR MECHANICS

Ford contemplates Suburban fighter

Ford's on-again, off-again, full-sized sport-utility project appears to be back on the burner again. This spy photograph shows a test vehicle based on an F-150 chassis. Word is Ford has firm plans to have the vehicle ready for 1995 along with a new F series pickup. The attraction of the vehicle is its heavy-duty towing capacity and high per-vehicle profits.

latenews

CONTINUED *from* PAGE 1

deadline for repayment.

The ministers are expected to take up the dispute as early as today. If they uphold the commission, Chrysler minivans exported from Austria to the Community would be hit with a 10 percent import levy.

Although Austria is not a part of the European Community, its trade with Europe is governed by a 1972 agreement that bans subsidies which "distort competition."

— *Ed Wendt*

Chrysler prices up 2.4% for '93

DETROIT — Chrysler Corp. said last week that firm prices of its 1993 cars will be an average of 2.4 percent higher than comparably equipped 1992 models.

The increase is slightly less than the preliminary boost of 2.6 percent that Chrysler announced in July. The company did not disclose a dollar amount, but *Automotive News* estimates that the hike is $372.

Chrysler said optional equipment prices and destination charges have not been raised for 1993.

Chrysler's 2.4 percent increase compares with boosts of 0.3 percent announced by Ford Motor Co. and 1.66 percent for General Motors.

The leading Japanese makes have increased prices 1.4 percent to 2.9 percent on comparably equipped 1993 models.

M-B takes 5% of Ssangyong

FRANKFURT — Mercedes-Benz AG said last week it has agreed to acquire a 5 percent stake in Ssangyong Motor Co., a Korean truckmaker. Terms of the agreement were not disclosed.

"It is possible that our cooperation will deepen and it might develop in other areas, but this is a commercial vehicle joint project," said a Mercedes spokesman.

Under an agreement signed in March 1991, Mercedes licensed Ssangyong to produce 50,000 Mercedes light-commercial vehicles and 80,000 engines a year, beginning in 1994. Mercedes will use 50,000 of the engines for its Gelandewagen sport-utility for sale in Asian countries. Ssangyong will put the remaining 30,000 engines into a G-wagon wearing its badge for the Korean market.

— *Diana T. Kurylko*

Ford, Nissan recall minivans

DETROIT — Brake and seat belt problems have prompted a recall of about 5,900 1993 Mercury Villager and Nissan Quest minivans. Both vehicles are built by Ford Motor Co.

The belt recall involves inspecting and possibly tightening the bolts that secure the front automatic seat belt system tracks to the B pillar.

In the second recall, the companies said that brake master cylinders on some of the vehicles may have been improperly assembled, which could reduce brake effectiveness.

Both automakers have told their dealers to offer to pick up the vehicles to perform the repairs and offer free loaner vehicles to customers.

Ford said that only 2,000 of the 4,400 affected Mercury Villagers had been delivered to customers, with the rest in dealer inventories. About 600 of the vehicles are in Canada. Nissan said about 1,500 Quest minivans were affected.

Agnelli to quit Fiat in 1994

TURIN, Italy — Giovanni Agnelli, 71-year-old chairman of the Fiat Group, parent of Fiat Auto S.p.A., confirmed last week that he will retire on April 30, 1994.

Agnelli, grandson of Fiat's founder, joined the huge conglomerate in 1946 and was named chairman in 1966.

Agnelli declined to name a successor, but sources said his younger brother, 58-year-old Umberto, is the most likely choice.

— *Luca Ciferri*

Big 3 streamline quality audits

Supplier companies are getting relief from costly and redundant quality audits by manufacturers.

The Automotive Industry Action Group and the American Society for Quality Control, Chrysler Corp., Ford Motor Co. and General Motors sent letters to first-tier suppliers last week describing streamlined audit procedures.

The letter, signed by Thomas Stallkamp, Chrysler vice president for procurement and supply; Norman Ehlers, Ford vice president for purchasing and supply, and J. Ignacio Lopez, GM vice president in charge of worldwide purchasing, says that a quality assessment by any one of the Big 3 satisfies the requirement for a quality assessment.

Suppliers estimate that adoption of the process could save them $500 million a year.

GM recalls A-cars for seats

DETROIT — General Motors is recalling 1990-91 Buick Centurys, Pontiac 6000s, and Oldsmobile Cutlass Cieras and Cutlass Cruisers equipped with power seats because a short circuit could set the seats on fire.

A GM spokesman could not say how many of the A-body cars could be affected, nor whether any accidents or injuries resulted from the defect.

Affected cars are equipped with six-way power seats or power recliners. The wiring harness for the seats is routed so that it could be pinched or chafed on the seat frame. That could cause intermittent short circuits, which could weld the circuit breaker closed and create enough heat to produce smoke or ignite the seat cushion materials.

— *Phil Frame*

Daihatsu warns loss is expected

TOKYO — Daihatsu Motor Co. said last week that it expects to post a 5 billion yen ($41.6 million) pretax loss for the fiscal year ending next March 31, the first since it was listed on the stock exchange in 1949.

Daihatsu cited the severe slump in the Japanese market. Daihatsu, a mini-vehicle maker, said sales declined 10 percent to 301,722 in the first eight months of the year.

Daihatsu had forecast a 4.5 billion yen ($37.5 million) pretax profit for this fiscal year, approximately the same as last year.

— *Mary Ann Maskery*

briefly

Mazda plugs into star show

Why did **Mazda** Vice Chairman Norimasa Furuta choose Convergence '92 in Dearborn, Mich., to announce **Mazda's** electric-car plans? Maybe it's the stellar company at the Oct. 19-21 confab between the electronics and automotive industries. Other automaker bosses scheduled to speak are **Chrysler's** Robert Eaton, **GM's** Robert Stempel, **Toyota's** Shoichiro Toyoda and **Kia's** Kim Sun Hong.

REAL BIG BUCKS — The world's wealthiest auto folks, according to *Fortune* magazine: **BMW AG's** Johanna Quandt and family with $4 billion; **Fiat Group's** Giannini Agnelli and family, $3.3 billion; and **Hyundai's** Chung Ju-Yung and family, $2.3 billion.

MATERIALISM — Ten steel companies are getting together to battle aluminum and plastics in the automotive weight reduction program, and they've called an Oct. 16 "major news announcement" in Detroit to give details.

GM WISH LIST — Former **General Motors** Chairman James Roche, named to the Automotive Hall of Fame Oct. 1, offered a list of the most important issues facing the company: safety, minority, product quality and dealer organization. But "most important," he said, "is to stop the bleeding and make a little money."

POTATO PUNDIT — At last week's groundbreaking for **BMW's** South Carolina assembly plant, press badges were printed with the German word *"presse"* on one side. Quipped a dealer: "Dan Quayle must have made those up."

THE BUCK STOPS — You remember how **Chrysler** announced it would move its headquarters from urban Highland Park to its suburban tech center just three weeks after chairman designate Bob Eaton told journalists it wouldn't happen? Here's another twist, says an exec: "Lee Iacocca told me in December that if the company started making money, they'd build a small building out there for **Jeep**-Truck and advanced research and the headquarters staff." So far, only HQ got the nod for a move.

DIVERSIFICATION — American Honda Motor Co. will spend $40 million over the next decade to build and operate a residential, alternative high school for 100 Colorado students interested in community service and the environment. Plus, last week Honda showed a solar-powered canoe at a Chicago boat show.

HOUSECALLS I — General Motors Acceptance Corp. kicks off its 1992 Dealer Appreciation Week today, as GMAC branch managers throughout the nation start making personal visits to the 10,000 General Motors dealers to thank them for their finance and insurance business.

HOUSECALLS II — Ford Motor Co. officials will hit the bricks beginning in mid-November to meet real people at Rotary Clubs, schools, dealerships and supplier offices. The journey will take executives to about 130 cities, similar to a program last year. Each official, including Chairman Red Poling, will visit one or two cities.

ROYAL WHEELS — Britain's Princess Diana has returned the £74,000 **Mercedes-Benz** 500SL that she leased 10 months ago. Newspapers had a field day blasting her for the choice when the British industry is suffering a recession.

1993 EPA mileage report

The size classes are defined by the EPA.

Car Line	Est mpg City	Est mpg Hwy	Displ (liters)	Trans
Two Seaters				
Acura NSX	18	23	3.0	L4
Acura NSX	19	24	3.0	M5
Alfa Romeo Spider	22	25	2.0	A3
Alfa Romeo Spider	22	30	2.0	M5
Cadillac Allante	14	21	4.6	L4
Chevrolet Corvette	17	25	5.7	M6
Chevrolet Corvette	17	24	5.7	L4
Chevrolet Corvette	17	25	5.7	M6
Ferrari 348 TB/TS	13	18	3.4	M5
Ferrari 512 TR	11	16	4.9	M5
Geo Metro LSi convertible	32	38	1.0	A3
Geo Metro LSi convertible	41	46	1.0	M5
Honda Civic del Sol	30	36	1.5	L4
Honda Civic del Sol	34	38	1.5	M5
Honda Civic del Sol	27	34	1.6	L4
Honda Civic del Sol	29	33	1.6	M5
Jaguar XJS convertible	17	23	4.0	L4
Jaguar XJS convertible	14	21	4.0	M5
Jaguar XJRS convertible	12	15	6.0	A3
Lamborghini DB13/Diablo	9	14	5.7	M5
Lotus Elan	23	30	1.6	M5
Lotus Esprit Turbo	17	27	2.2	M5
Mazda MX-5 Miata	24	28	1.6	L4
Mazda MX-5 Miata	24	30	1.6	M5
Mazda RX-7	18	24	1.3	L4
Mazda RX-7	17	25	1.3	M5
Nissan 300ZX	18	23	3.0	L4
Nissan 300ZX	18	24	3.0	L4
Nissan 300ZX	18	24	3.0	M5
Nissan 300ZX	18	24	3.0	M5
Porsche 911 Carrera 4/2	17	25	3.6	M5
Porsche 911 Carrera 4/2	15	23	3.6	M5
Porsche 911 Carrera 4/2	16	23	3.6	S4
Porsche 968	16	25	3.0	A4
Porsche 968	17	26	3.0	M6
Toyota MR2	20	27	2.0	M5
Toyota MR2	21	28	2.2	L4
Toyota MR2	22	29	2.2	M5
Vector W8	7	11	6.0	A3
Minicompact Cars				
Mercury Capri	23	26	1.6	L4
Mercury Capri	25	31	1.6	M5
Mercury Capri	23	28	1.6	M5
Nissan NX	27	36	1.6	L4
Nissan NX	28	38	1.6	M5
Nissan NX	22	29	2.0	L4
Nissan NX	23	30	2.0	M5
Nissan 240SX	21	26	2.4	L4
Nissan 240SX	22	28	2.4	M5
Porsche 911 Carrera 4/2	17	25	3.6	M5
Porsche 911 Carrera 4/2	15	23	3.6	M5
Porsche 911 Carrera 4/2	16	23	3.6	S4
Porsche 928 GTS	15	19	5.4	L4
Porsche 928 GTS	12	19	5.4	M5
Porsche 968	16	25	3.0	A4
Porsche 968	17	26	3.0	M6
Toyota Celica convertible	21	28	2.2	L4
Toyota Celica convertible	22	30	2.2	M5
Toyota Paseo	26	32	1.5	L4
Toyota Paseo	28	34	1.5	M5
Volkswagen Cabriolet	23	26	1.8	A3
Volkswagen Cabriolet	24	30	1.8	M5
Subcompact Cars				
Acura Integra	24	29	1.7	M5
Acura Integra	23	29	1.8	L4
Acura Integra	25	31	1.8	M5
Audi 90 Quattro	17	22	2.8	M5
BMW 318i, 318iS	22	30	1.8	A4
BMW 318i, 318iS	22	30	1.8	M5
BMW 325i convertible	17	24	2.5	M5
BMW 325i, 325iS	20	28	2.5	L4
BMW 325i, 325iS	19	28	2.5	M5
BMW 850Ci	12	18	5.0	L4
BMW 850Ci	12	19	5.0	M6
Chevrolet Camaro	19	28	3.4	L4
Chevrolet Camaro	19	28	3.4	M5
Chevrolet Camaro	17	24	5.7	L4
Chevrolet Camaro	17	25	5.7	M6
Chevrolet Cavalier	23	31	2.2	L3
Chevrolet Cavalier	25	36	2.2	M5
Chevrolet Cavalier	20	28	3.1	L3
Chevrolet Cavalier	19	28	3.1	M5
Chrysler LeBaron convertible	21	27	2.5	L3
Chrysler LeBaron convertible	21	28	3.0	L4
Chrysler LeBaron convertible	19	27	3.0	M5
Dodge Colt	29	33	1.5	A3
Dodge Colt	32	40	1.5	M5
Dodge Colt	27	34	1.8	L4
Dodge Colt	27	34	1.8	M5
Dodge Daytona	19	27	2.2	M5
Dodge Daytona	23	28	2.5	L3
Dodge Daytona	25	32	2.5	M5
Dodge Daytona	21	28	3.0	L4
Dodge Daytona	19	27	3.0	M5
Dodge Shadow convertible	23	28	2.5	L3
Dodge Shadow convertible	25	32	2.5	M5
Dodge Shadow convertible	21	28	3.0	L4
Dodge Shadow convertible	19	27	3.0	M5
Dodge Stealth	18	24	3.0	L4
Dodge Stealth	18	23	3.0	L4
Dodge Stealth	18	24	3.0	M5
Dodge Stealth	19	25	3.0	M5
Dodge Stealth	18	24	3.0	M5
Eagle Summit	29	33	1.5	A3
Eagle Summit	32	40	1.5	M5
Eagle Summit	27	34	1.8	L4
Eagle Summit	27	34	1.8	M5
Eagle Talon	23	30	1.8	L4
Eagle Talon	23	32	1.8	M5
Eagle Talon	19	23	2.0	A4
Eagle Talon	18	21	2.0	A4
Eagle Talon	22	27	2.0	L4
Eagle Talon	22	29	2.0	M5
Eagle Talon	21	28	2.0	M5
Eagle Talon	13	17	3.4	M5
Ferrari Mondial T/Cabriolet	12	17	3.4	S5
Ford Festiva	31	33	1.3	A3
Ford Festiva	35	42	1.3	M5
Ford Mustang	22	29	2.3	L4
Ford Mustang	22	30	2.3	M5
Ford Mustang	17	24	5.0	M5
Ford Mustang	17	24	5.0	L4
Ford Probe	24	30	2.0	L4
Ford Probe	26	33	2.0	M5
Ford Probe	20	28	2.5	L4
Ford Probe	21	26	2.5	M5
Geo Metro	36	40	1.0	A3
Geo Metro	46	50	1.0	M5
Geo Metro LSi	36	40	1.0	A3
Geo Metro LSi	46	50	1.0	M5
Geo Metro XFi	53	58	1.0	M5
Geo Storm	25	31	1.6	A3
Geo Storm	29	35	1.6	M5
Geo Storm	22	30	1.8	L4
Geo Storm	23	31	1.8	M5
Honda Civic	30	38	1.5	L4
Honda Civic	34	40	1.5	M5
Honda Civic	40	46	1.5	M5
Honda Civic	42	46	1.5	M5
Honda Civic	27	34	1.6	L4
Honda Civic	29	35	1.6	M5
Honda Civic HB VX	44	51	1.5	M5
Honda Civic HB VX	48	55	1.5	M5
Honda Prelude	23	30	2.2	L4
Honda Prelude	24	31	2.2	M5
Honda Prelude	22	26	2.2	M5
Honda Prelude	22	26	2.3	L4
Honda Prelude	22	26	2.3	M5
Hyundai Excel	28	33	1.5	L4
Hyundai Excel	29	33	1.5	M4
Hyundai Excel	29	36	1.5	M5
Hyundai Scoupe	26	32	1.5	M5
Hyundai Scoupe	26	32	1.5	L4
Hyundai Scoupe	27	35	1.5	M5
Infiniti J30	18	23	3.0	L4
Isuzu Impulse	22	30	1.8	L4
Isuzu Impulse	23	31	1.8	M5
Jaguar XJS Coupe	17	23	4.0	L4
Jaguar XJS Coupe	14	22	4.0	M5
Jaguar XJRS Coupe	12	16	6.0	A3
Lexus SC300/SC400	18	23	3.0	L4
Lexus SC300/SC400	18	23	3.0	M5
Lexus SC300/SC400	18	23	4.0	L4
Mazda MX-3	25	32	1.6	L4
Mazda MX-3	28	35	1.6	M5
Mazda MX-3	20	27	1.8	L4
Mazda MX-3	23	28	1.8	M5
Mazda MX-6	23	31	2.0	L4
Mazda MX-6	26	34	2.0	M5
Mazda MX-6	19	25	2.5	L4
Mazda MX-6	21	26	2.5	M5
Mercedes-Benz 190E 2.3	20	26	2.3	A4
Mercedes-Benz 190E 2.3	20	29	2.3	M5
Mercedes-Benz 190E 2.6	20	25	2.6	A4
Mercedes-Benz 190E 2.6	19	27	2.6	M5
Mitsubishi Eclipse	23	30	1.8	L4
Mitsubishi Eclipse	23	32	1.8	M5
Mitsubishi Eclipse	19	23	2.0	A4
Mitsubishi Eclipse	18	21	2.0	A4
Mitsubishi Eclipse	22	27	2.0	L4
Mitsubishi Eclipse	22	29	2.0	M5
Mitsubishi Eclipse	21	26	2.0	M5
Mitsubishi Eclipse	20	25	2.0	M5
Mitsubishi Mirage	29	33	1.5	A3
Mitsubishi Mirage	32	40	1.5	M5
Mitsubishi Mirage	27	34	1.8	L4
Mitsubishi Mirage	27	34	1.8	M5
Mitsubishi 3000 GT	18	24	3.0	L4
Mitsubishi 3000 GT	18	24	3.0	M5
Mitsubishi 3000 GT	19	25	3.0	M5
Nissan Sentra	27	35	1.6	L4
Nissan Sentra	29	38	1.6	M5
Nissan Sentra	23	30	2.0	L4
Nissan Sentra	24	32	2.0	M5
Nissan 300ZX 2+2	18	23	3.0	L4
Nissan 300ZX 2+2	18	24	3.0	M5
Plymouth Colt	29	33	1.5	A3
Plymouth Colt	32	40	1.5	M5
Plymouth Colt	27	34	1.8	L4
Plymouth Colt	27	34	1.8	M5
Plymouth Laser	23	30	1.8	L4
Plymouth Laser	23	32	1.8	M5
Plymouth Laser	19	23	2.0	A4
Plymouth Laser	18	21	2.0	A4
Plymouth Laser	22	27	2.0	L4
Plymouth Laser	22	29	2.0	M5
Plymouth Laser	21	28	2.0	M5
Plymouth Laser	20	25	2.0	M5
Pontiac Firebird/Formula	19	28	3.4	L4
Pontiac Firebird/Formula	19	28	3.4	M5
Pontiac Firebird/Formula	17	24	5.7	L4
Pontiac Firebird/Formula	17	25	5.7	M6
Pontiac Sunbird	23	31	2.0	L3
Pontiac Sunbird	25	35	2.0	M5
Pontiac Sunbird	20	28	3.1	L3
Pontiac Sunbird	19	28	3.1	M5
Rolls-Royce/Bentley Continental	10	14	6.8	L4
Rolls-Royce Corniche IV	10	14	6.8	L4
Saab convertible	18	21	2.1	A3
Saab convertible	20	26	2.0	M5
Saab convertible	18	21	2.1	A3
Saab convertible	20	26	2.1	M5
Saturn SC	24	33	1.9	L4
Saturn SC	26	36	1.9	L4
Saturn SC	24	35	1.9	M5
Saturn SC	28	37	1.9	M5
Subaru Justy	33	35	1.2	AV
Subaru Justy	33	37	1.2	M5
Subaru Justy awd	31	31	1.2	AV
Subaru Justy awd	28	32	1.2	M5
Subaru SVX	18	26	3.3	L4
Subaru SVX awd	17	25	3.3	L4
Suzuki Swift	36	40	1.0	A3
Suzuki Swift	46	50	1.0	M5
Suzuki Swift	29	34	1.3	A3
Suzuki Swift	39	43	1.3	M5
Suzuki Swift GT	28	35	1.3	M5
Toyota Celica	24	31	1.6	L4
Toyota Celica	25	32	1.6	M5
Toyota Celica	19	24	2.0	M5
Toyota Celica	20	27	2.2	L4
Toyota Celica	22	28	2.2	M5
Toyota Tercel	26	29	1.5	L3
Toyota Tercel	32	36	1.5	M4
Toyota Tercel	28	34	1.5	M5
Volkswagen Corrado SLC	17	23	2.8	L4
Volkswagen Corrado SLC	18	25	2.8	M5
Volkswagen Fox	25	33	1.8	M5
Compact Cars				
Acura Legend	19	24	3.2	L4
Acura Legend	18	25	3.2	M5
Acura Vigor	20	26	2.5	L4
Acura Vigor	20	27	2.5	M5
Alfa Romeo 164	18	25	3.0	L4
Alfa Romeo 164	17	25	3.0	M5
Alfa Romeo 164	18	27	3.0	M5
Audi S4	18	23	2.2	M5
Audi 100 Quattro	18	22	2.8	L4
Audi 100 Quattro	18	23	2.8	M5
Audi 90	16	25	2.8	L4
Audi 90	20	26	2.8	M5
BMW 525i	18	25	2.5	L4
BMW 525i	19	28	2.5	M5
BMW M5	12	23	3.5	M5
BMW 535i	16	22	3.4	L4
BMW 535i	15	23	3.4	M5
Buick Skylark	22	32	2.3	L3
Buick Skylark	20	29	3.3	L3
Chevrolet Beretta	23	31	2.2	L3
Chevrolet Beretta	25	34	2.2	M5
Chevrolet Beretta	21	30	2.3	M5
Chevrolet Beretta	20	28	3.1	L3
Chevrolet Beretta	19	28	3.1	M5
Chevrolet Corsica	23	31	2.2	L3
Chevrolet Corsica	25	34	2.2	M5
Chevrolet Corsica	20	28	3.1	L3
Chrysler LeBaron	23	28	2.5	L3
Chrysler LeBaron	20	27	3.0	L3
Chrysler LeBaron	21	28	3.0	L4
Chrysler LeBaron	19	28	3.0	M5
Dodge Shadow	23	29	2.2	L3
Dodge Shadow	27	32	2.2	M5
Dodge Shadow	23	28	2.5	L3
Dodge Shadow	25	32	2.5	M5
Dodge Shadow	21	29	3.0	L4
Dodge Shadow	19	28	3.0	M5
Ford Escort	23	30	1.8	L4
Ford Escort	26	31	1.8	M5
Ford Escort	25	33	1.9	L4
Ford Escort	30	37	1.9	M5
Ford Escort FS	31	39	1.9	M5
Ford Tempo	22	27	2.3	A3
Ford Tempo	24	33	2.3	M5
Ford Tempo	20	24	3.0	A3
Ford Tempo	21	28	3.0	M5
Geo Prizm	26	29	1.6	L3
Geo Prizm	27	34	1.6	M5
Geo Prizm	26	33	1.8	L4
Geo Prizm	28	34	1.8	M5
Honda Accord	22	28	2.2	L4
Honda Accord	24	31	2.2	M5
Hyundai Elantra	22	29	1.6	M5
Hyundai Elantra	23	28	1.8	L4
Hyundai Elantra	21	28	1.8	M5
Hyundai Precis	28	32	1.5	L4
Hyundai Precis	29	33	1.5	M4
Infiniti G20	22	29	2.0	L4
Infiniti G20	24	32	2.0	M5
Isuzu Stylus	27	30	1.6	A3
Isuzu Stylus	30	36	1.6	M5
Isuzu Stylus	23	31	1.8	M5
Jaguar XJ6	17	24	4.0	L4
Lexus ES300	18	23	3.0	L4
Lexus ES300	18	24	3.0	M5
Lincoln-Mercury Topaz	22	27	2.3	A3
Lincoln-Mercury Topaz	24	33	2.3	M5
Lincoln-Mercury Topaz	20	24	3.0	A3
Lincoln-Mercury Topaz	21	28	3.0	M5
Lincoln-Mercury Tracer	23	30	1.8	L4
Lincoln-Mercury Tracer	26	31	1.8	M5
Lincoln-Mercury Tracer	25	33	1.9	L4
Lincoln-Mercury Tracer	29	36	1.9	M5
Mazda Protege	24	29	1.8	L4
Mazda Protege	24	31	1.8	L4
Mazda Protege	25	30	1.8	M5
Mazda Protege	28	36	1.8	M5
Mazda 323	26	33	1.6	L4
Mazda 323	25	32	1.6	L4
Mazda 323	29	37	1.6	M5
Mazda 323	28	35	1.6	M5
Mercedes-Benz 400E	18	24	4.2	A4
Mitsubishi Diamante	18	24	3.0	L4
Mitsubishi Diamante	18	25	3.0	L4
Mitsubishi Galant	21	28	2.0	L4
Mitsubishi Galant	20	26	2.0	M5
Mitsubishi Galant	22	30	2.0	M5
Nissan Stanza Altima	21	29	2.4	L4
Nissan Stanza Altima	24	30	2.4	M5
Oldsmobile Achieva	22	32	2.3	L3
Oldsmobile Achieva	22	29	2.3	L3
Oldsmobile Achieva	23	35	2.3	M5
Oldsmobile Achieva	21	30	2.3	M5
Oldsmobile Achieva	20	29	3.3	L3
Plymouth Sundance	23	29	2.2	L3
Plymouth Sundance	27	32	2.2	M5
Plymouth Sundance	23	28	2.5	L3
Plymouth Sundance	25	32	2.5	M5
Plymouth Sundance	21	29	3.0	L4
Plymouth Sundance	19	28	3.0	M5
Pontiac Grand Am	22	32	2.3	L3
Pontiac Grand Am	22	29	2.3	L3
Pontiac Grand Am	23	35	2.3	M5
Pontiac Grand Am	21	30	2.3	M5
Pontiac Grand Am	20	29	3.3	L3
Pontiac LeMans	26	32	1.6	L3
Pontiac LeMans	28	37	1.6	M4
Pontiac LeMans	31	41	1.6	M5
Rolls-Bentley Continental R	11	16	6.8	L4
Saab 900	19	23	2.0	A3
Saab 900	21	28	2.0	M5
Saab 900	21	27	2.0	M5
Saab 900	18	21	2.1	A3
Saab 900	20	26	2.1	M5
Saturn SL	24	33	1.9	L4
Saturn SL	26	36	1.9	L4
Saturn SL	24	35	1.9	M5
Saturn SL	28	37	1.9	M5
Subaru Legacy	22	29	2.2	L4
Subaru Legacy	23	30	2.2	M5
Subaru Legacy awd	21	27	2.2	L4
Subaru Legacy awd	21	27	2.2	M5
Subaru Legacy awd Turbo	18	23	2.2	L4
Subaru Legacy awd Turbo	19	25	2.2	M5
Subaru Loyale	24	26	1.8	L3
Subaru Loyale	25	32	1.8	M5
Toyota Corolla	26	29	1.6	L3
Toyota Corolla	27	34	1.6	M5
Toyota Corolla	26	33	1.8	L4
Toyota Corolla	27	33	1.8	M5
Volkswagen Golf III/GTI	21	28	2.0	L4
Volkswagen Golf III/GTI	24	32	2.0	M5
Volkswagen Jetta III	21	28	2.0	L4
Volkswagen Jetta III	23	30	2.0	M5
Volvo 240	20	25	2.3	A4
Volvo 240	21	28	2.3	M5
Mid-Sized Cars				
Audi 100	19	24	2.8	L4
Audi 100	19	26	2.8	M5
BMW 740i	16	22	4.0	L5
BMW 740iL	15	22	4.0	L5
BMW 750iL	12	18	5.0	L4
Buick Century	23	31	2.2	L3
Buick Century	19	26	3.3	L3
Buick Century	20	29	3.3	L4
Buick Regal	19	27	3.1	L3
Buick Regal	19	30	3.1	L4
Buick Regal	19	28	3.8	L4
Buick Riviera	19	27	3.8	L4
Cadillac Eldorado	16	25	4.6	L4
Cadillac Eldorado	16	25	4.9	L4
Cadillac Seville	16	25	4.6	L4
Cadillac Seville	16	25	4.9	L4
Chevrolet Lumina	21	29	2.2	L3
Chevrolet Lumina	19	27	3.1	L3
Chevrolet Lumina	19	30	3.1	L4
Chevrolet Lumina	17	26	3.4	L4
Chevrolet Lumina	17	27	3.4	M5
Chrysler New Yorker	20	28	3.3	L4
CX XM-V6	14	20	3.0	M5
CX SM-V6A	14	20	3.0	A4
Dodge Dynasty	21	27	2.5	L3
Dodge Dynasty	21	28	3.0	L4
Dodge Dynasty	20	28	3.3	L4
Dodge Spirit	22	27	2.5	L3
Dodge Spirit	23	28	2.5	L3
Dodge Spirit	25	32	2.5	M5
Dodge Spirit	20	27	3.0	L3
Dodge Spirit	21	29	3.0	L4
Ford Taurus	21	30	3.0	L4
Ford Taurus	18	26	3.0	M5
Ford Taurus	19	27	3.8	L4
Ford Thunderbird	19	27	3.8	L4
Ford Thunderbird	17	23	3.8	L4
Ford Thunderbird	17	24	3.8	M5
Ford Thunderbird	17	24	5.0	L4
Hyundai Sonata	20	27	2.0	L4
Hyundai Sonata	20	27	2.0	M5
Hyundai Sonata	18	24	3.0	A4
Infiniti Q45	17	22	4.5	L4
Infiniti Q45a	15	19	4.5	L4
Lexus LS400	18	23	4.0	L4
Lincoln-Mercury Cougar	19	26	3.8	L4
Lincoln-Mercury Cougar	17	24	5.0	L4
Lincoln-Mercury Sable	21	30	3.0	L4
Lincoln-Mercury Sable	19	27	3.8	L4
Mazda 626	23	31	2.0	L4
Mazda 626	26	34	2.0	M5
Mazda 626	19	25	2.5	L4
Mazda 626	21	26	2.5	M5
Mazda 929	19	24	3.0	L4
Nissan Maxima	19	26	3.0	L4
Nissan Maxima	19	25	3.0	L4
Nissan Maxima	21	26	3.0	M5
Oldsmobile Cutlass Ciera	23	31	2.2	L3
Oldsmobile Cutlass Ciera	19	26	3.3	L3
Oldsmobile Cutlass Ciera	20	29	3.3	L4
Oldsmobile Cutlass Supreme	19	27	3.1	L3
Oldsmobile Cutlass Supreme	19	30	3.1	L4
Oldsmobile Cutlass Supreme	17	26	3.4	L4
Oldsmobile Cutlass Supreme	17	27	3.4	M5
Oldsmobile Toronado	19	27	3.8	L4
Plymouth Acclaim	22	27	2.5	L3
Plymouth Acclaim	23	28	2.5	L3
Plymouth Acclaim	25	32	2.5	M5

Car Line	Est mpg City	Est mpg Hwy	Displ (liters)	Trans
Plymouth Acclaim	20	27	3.0	L3
Plymouth Acclaim	21	29	3.0	L4
Pontiac Grand Prix	19	27	3.1	L3
Pontiac Grand Prix	19	30	3.1	L4
Pontiac Grand Prix	17	26	3.4	L4
Pontiac Grand Prix	17	27	3.4	M5
Rolls-Royce Bentley Brookland	10	14	6.8	L4
Rolls-Royce Bentley Turbo R	11	16	6.8	L4
Rolls Royce Silver Spirit II	10	14	6.8	L4
Toyota Camry	21	28	2.2	L4
Toyota Camry	22	30	2.2	M5
Toyota Camry	18	24	3.0	L4
Toyota Camry	18	24	3.0	M5
Volkswagen Passat	20	29	2.0	L4
Volkswagen Passat	21	30	2.0	M5
Volkswagen Passat	17	24	2.8	L4
Volkswagen Passat	19	27	2.8	M5
Volvo 850	20	28	2.4	L4
Volvo 850	21	30	2.4	M5
Volvo 940	19	23	2.3	A4
Volvo 940	19	27	2.3	L4
Volvo 960	17	25	2.9	L4
Large Cars				
Buick LeSabre	19	28	3.8	L4
Buick Park Avenue	19	27	3.8	L4
Buick Park Avenue	17	27	3.8	L4
Buick Roadmaster	16	25	5.7	L4
Cadillac Deville	16	25	4.9	L4
Cadillac Fleetwood	16	25	5.7	L4
Chevrolet Caprice	18	26	4.3	L4
Chevrolet Caprice	17	26	5.0	L4
Chevrolet Caprice	16	25	5.7	L4
Chrysler Concorde	20	28	3.3	L4
Chrysler Concorde	18	26	3.5	L4
Chrysler Fifth Ave /Imperial	20	26	3.3	L4
Chrysler Fifth Ave /Imperial	19	26	3.8	L4
Dodge Intrepid	20	28	3.3	L4
Dodge Intrepid	18	26	3.5	L4
Eagle Vision	20	28	3.3	L4
Eagle Vision	18	26	3.5	L4
Ford LTD Crown Victoria	18	26	4.6	L4
Lincoln-Mercury Continental	17	26	3.8	L4
Lincoln-Mercury Grand Marquis	18	26	4.6	L4
Lincoln-Mercury Town Car	18	26	4.6	L4
Mercedes-Benz 300SD	20	23	3.5	A4
Mercedes-Benz 300SE	15	19	3.2	A5
Mercedes-Benz 400SEL	14	18	4.2	A4
Mercedes-Benz 500SEL	13	17	5.0	A4
Oldsmobile Eighty-Eight	19	28	3.8	L4
Oldsmobiel Ninety-Eight	19	27	3.8	L4
Oldsmobiel Ninety-Eight	17	27	3.8	L4
Pontiac Bonneville	19	28	3.8	L4
Pontiac Bonneville	17	25	3.8	L4
Rolls-Royce Silver Spur II	10	14	6.8	L4
Saab 9000	17	25	2.3	L4
Saab 9000	18	24	2.3	L4
Saab 9000	19	26	2.3	M5
Saab 9000	19	27	2.3	M5
Small Station Wagons				
Audi 100 Quattro	18	22	2.8	L4
BMW 525i Touring	18	25	2.5	L4
Chevrolet Cavalier	23	31	2.2	L3
Chevrolet Cavalier	20	28	3.1	L3
CX XM-V6BREAK	14	20	3.0	A4
Ford Escort	25	33	1.9	L4
Ford Escort	29	36	1.9	M5
Honda Accord	21	27	2.2	L4
Honda Accord	23	28	2.2	M5
Lincon-Mercury Tracer	25	33	1.9	L4
Lincon-Mercury Tracer	29	36	1.9	M5
Saturn SW	24	33	1.9	L4
Saturn SW	25	35	1.9	L4
Saturn SW	24	35	1.9	M5
Saturn SW	28	37	1.9	M5
Subaru Legacy	22	29	2.2	L4
Subaru Legacy	23	30	2.2	M5
Subaru Legacy awd	21	27	2.2	L4
Subaru Legacy awd	21	27	2.2	M5
Subaru Legacy awd turbo	18	23	2.2	L4
Subaru Loyale	24	26	1.8	L3
Subaru Loyale	25	30	1.8	M5
Toyota Corolla	26	33	1.8	L4
Toyota Corolla	27	33	1.8	M5
Mid-Size Station Wagons				
Buick Century	21	29	2.2	L3
Buick Century	19	26	3.3	L3
Buick Century	20	29	3.3	L4
Eagle Summit	23	28	1.8	L4
Eagle Summit	21	25	1.8	L4
Eagle Summit	23	29	1.8	M5
Eagle Summit	22	26	1.8	M5
Eagle Summit	20	26	2.4	L4
Eagle Summit	19	23	2.4	L4
Eagle Summit	21	28	2.4	M5
Eagle Summit	19	24	2.4	M5
Ford Taurus	21	30	3.0	L4
Ford Taurus	19	27	3.8	L4
Lincoln-Mercury Sable	21	30	3.0	L4
Lincoln-Mercury Sable	19	27	3.8	L4
Mitsubishi Expo	20	26	2.4	L4
Mitsubishi Expo	19	23	2.4	L4
Mitsubishi Expo	21	28	2.4	M5
Mitsubishi Expo	19	24	2.4	M5
Mitsubishi Expo LRV	23	28	1.8	L4
Mitsubishi Expo LRV	21	25	1.8	L4
Mitsubishi Expo LRV	23	29	1.8	M5
Mitsubishi Expo LRV	22	26	1.8	M5
Mitsubishi Expo LRV	20	26	2.4	L4
Mitsubishi Expo LRV	19	23	2.4	L4
Mitsubishi Expo LRV	21	28	2.4	M5
Mitsubishi Expo LRV	19	24	2.4	M5
Mitsubishi Diamante	19	25	3.0	L4
Oldsmobile Cutlass Cruiser	21	28	2.2	L3
Oldsmobile Cutlass Cruiser	19	26	3.3	L3
Oldsmobile Cutlass Cruiser	20	29	3.3	L4
Plymouth Colt Vista	23	28	1.8	L4
Plymouth Colt Vista	21	25	1.8	L4
Plymouth Colt Vista	23	29	1.8	M5
Plymouth Colt Vista	22	26	1.8	M5
Plymouth Colt Vista	20	26	2.4	L4
Plymouth Colt Vista	19	23	2.4	L4
Plymouth Colt Vista	21	28	2.4	M5
Plymouth Colt Vista	19	24	2.4	M5
Toyota Camry	21	28	2.2	L4
Toyota Camry	18	24	3.0	L4
Volkswagen Passat	20	29	2.0	L4
Volkswagen Passat	21	30	2.0	M5
Volkswagen Passat	17	24	2.8	L4
Volkswagen Passat	19	27	2.8	M5
Volvo 240	20	25	2.3	A4
Volvo 240	21	27	2.3	M5
Volvo 940	19	23	2.3	A4
Volvo 940	19	27	2.3	L4
Volvo 960	17	25	2.9	L4
Large Station Wagons				
Buick Roadmaster	16	25	5.7	L4
Chevrolet Caprice	17	25	5.0	L4
Chevrolet Caprice	16	25	5.7	L4

NOTES: Transmissions: M - Manual; A - Automatic; L - Lockup; C - Creeper; AV - Continuously variable; S - Semiautomatic
Source: EPA

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both the Eldorado Sport Coupe, Eldorado Touring Coupe and the Seville Touring Sedan will be fitted with the corporation's flagship engine and the more robust 4T80-E four-speed automatic transaxle.

Chrysler introduced its Chrysler Concorde, Eagle Vision and Dodge Intrepid with them an optional 214-hp, 3.5-liter, 24-valve V-6. Noteworthy is that Chrysler manages to operate the engine's 12-valve heads with just a single cam per cylinder bank. The advantages are weight savings and easier packaging under the drop-away LH hoodline.

Chevrolet announced that it would build far fewer ZR-1 Corvettes in 1993. But the ones they will build will make extra ponies. Instead of 375 hp, the Corvette LT-5 double-overhead camshaft V-8 will now pump out 405 hp. The power comes from easier breathing cylinder heads and a high-flow intake manifold.

Import competitors have also been beefing up powertrain muscle. BMW will break with tradition of inline six cylinders for its large sedans and coupes. For 1993, the 7 series sedan will be powered by a 4.0-liter, 282-hp, double-overhead camshaft V-8. The current 2.5-liter inline-six used in the 3 and 5 series will get a variable valve timing system that will boost power and torque.

Mazda introduced an all-new RX-7 for 1993. It is powered by a sequentially turbocharged rotary that produces 255 hp at 6,500 rpm and redlines at 8,000 rpm. With the new engine and a strict vehicle-weight-reduction campaign, the RX-7's power-to-weight ratio was increased by 25 percent.

Honda will offer a 190-hp, 2.2.-liter VTEC-E four-cylinder in the 1993 Prelude.

Important pieces of transmission news are the addition of a four-speed automatic in the Ford Taurus SHO and the five-speed automatic in the new BMW 740i.

— Jack Keebler

Big 3 clean up with alternative fuels

There are three big environmental trends in the auto industry. The first is the greater availability of flex-fuel methanol-gasoline vehicles and natural gas-powered vehicles.

The second is the move away from ozone-depleting R-12 air conditioning systems. These are being replaced with systems charged with R-134a. It is believed that 134a will not damage the atmospheric ozone layer that protects the Earth from excessive ultraviolet radiation.

The other trend is toward plastic parts marked with coding to enable easier identification and recycling. Most new cars from domestic, European and Asian makers feature marked plastic parts.

Vehicles that operate on methanol or natural gas will be offered by several makers this year.

Chrysler is producing a full-sized van that runs on natural gas and a flexible-fueled Dodge Spirit/Plymouth Acclaim. The cars run on either unleaded gasoline or a gasoline-methanol blend of up to 85 percent methanol. Both offer full factory warranties.

Chrysler is also promising by the end of the calendar year to be the first major U.S. maker to offer an electric minivan.

In August, Chevrolet started offering specially equipped 3.1-liter V-6 Lumina sedans that can be fueled with either unleaded gasoline or a gasoline-methanol blend of up to 85-percent methanol.

GMC offers a dedicated natural-gas-powered pickup in both its two-wheel-drive Sierra 1500 and Sierra 2500 series. The division also is planning to add a dual-fuel 5.7-liter V-8 option in late 1993 for the Sierra and the full-sized Vandura/Rally van. Customers choose the fuel or combination of fuels with which they intend to operate: natural gas, propane, gasoline/propane or gasoline/natural gas.

Ford has demonstration fleets of alternative-fuels vehicles it will offer to public utilities and government pools. California dealers can take orders for up to 2,500 flex-fuel gasoline/methanol Taurus models. Canadian dealers can take orders for up to 300 units. Late this year, Ford Division will offer 10 to 15 compressed natural gas F-600 medium-duty heavy trucks powered by 7.0-liter V-8 engines. For 1993, Ford is also building 40 to 50 Crown Victoria sedans for lease customers who wish to operate on compressed natural gas.

Ford also hopes to sell 200 to 600 full-sized vans in late 1993 that operate on compressed natural gas. And finally for 1993, Ford will be the first American maker to build LPG-powered trucks that meet California's current and projected clean-air standards. Ford has modified F-600-G and F-700-G trucks for the cleaner-burning fuel.

— Jack Keebler

Ford Motor Co. 1993 platforms

	Ford	Mercury	Lincoln
BT17	Festiva	—	—
CT20	Escort, Escort wagon	Tracer, Tracer wagon	—
DN5	Taurus, Taurus wagon	Sable, Sable wagon	—
FN9	—	—	Continental
Fox	Mustang	—	—
FN10	—	—	Mark VIII
MN12	Thunderbird	Cougar	—
Panther	LTD Crown Victoria	Grand Marquis	Town Car
SA30	—	Capri	—
ST16	Probe	—	—
Topaz	Tempo	Topaz	—

Chrysler Corp. 1993 platforms

	Plymouth	Dodge	Chrysler	Eagle
A	Acclaim	Spirit	LeBaron sedan	—
C	—	Dynasty	New Yorker Salon	—
G	—	Daytona	—	—
H24S	Laser	—	—	Talon
J	—	—	LeBaron coupe, convertible	—
LC	Colt	Colt	—	Summit sedan, coupe
P	Sundance	Shadow	—	—
Y	—	—	Imperial, New Yorker Fifth Avenue	—
R	—	Stealth	—	—
CZ	Colt Vista	—	—	Summit wagon
LH	—	Intrepid	Concorde	Vision
LH207	—	—	New Yorker	—
SR	—	Viper	—	—

General Motors 1993 platforms

	Chevrolet	Pontiac	Oldsmobile	Buick	Cadillac
A			Cutlass Ciera, Cutlass Cruiser wagon	Century, Century wagon	—
B	Caprice, Caprice wagon	—	—	Roadmaster Sedan, Roadmaster Estate Wagon	—
C	—	—	Ninety Eight	Park Avenue	DeVille, Sixty Special
D	—	—	—	—	Fleetwood
E	—	—	—	Riviera	Eldorado
F	Camaro	Firebird	—	—	—
H	—	Bonneville	Eighty Eight	LeSabre	—
J	Cavalier, Cavalier wagon	Sunbird	—	—	—
K	—	—	—	—	Seville
L	Corsica, Beretta	—	—	—	—
M	Geo Metro	—	—	—	—
N	—	Grand Am	Achieva	Skylark	—
R	Geo Storm	—	—	—	—
S	Geo Prizm	—	—	—	—
T	—	LeMans	—	—	—
V	—	—	—	—	Allante
W	Lumina	Grand Prix	Cutlass Supreme	Regal	—
Y	Corvette	—	—	—	—

Saturn Corp. 1993 platforms

Z	SC1/SC2 coupe	SL/SL1/SL2 sedan	SW1/SW2 wagon	—

Mazda's AZ-1 mini-coupe has gull-wing doors, a full glass canopy and goes on sale in Japan Oct. 20.

AZ-1 gives Mazda sizzle while market fizzles

RICHARD JOHNSON
Staff Reporter

TOKYO — Mazda Motor Corp. is seeking to create some excitement in the lackluster Japanese car market with its new AZ-1, a mid-engined, two-seater mini-coupe that goes on sale Oct. 20.

Based on the AZ-550 Sport concept car shown at the 1989 Tokyo Motor Show, the AZ-1 has gull-wing doors and a full glass canopy. It's powered by a turbocharged, three-cylinder, 12-valve engine developing 64 horsepower at 6,500 rpm.

The new mini will be sold through Mazda's Autozam channel in Japan and is not planned for export. Instead, it is intended to serve as an image booster at home, much like last year's pair of Japanese mini-roadsters, the Honda Beat and Suzuki Cappuccino.

Mazda clearly places great importance on the AZ-1, even though projected sales are modest. The project was headed by Toshihiko Hirai, product program manager of the MX-5 Miata.

The AZ-1 is the first Japanese car to use plastic for all outer body panels, which are attached to a steel skeleton type monocoque frame. The rear-wheel-drive minicar weighs 1,584 pounds. It is 130 inches long and rides on an 88-inch wheelbase.

Sales of the AZ-1, which is priced at 1.498 million yen($12,480), are projected at only about 800 units per month. There are about 1,000 Autozam dealers in Japan.

However, a Mazda official said the overriding mission of the AZ-1 is to generate showroom traffic and create new awareness for the Autozam network.

One of five Mazda sales channels in Japan, Autozam is expanding its line beyond minicars. Earlier this year, a Cronos/626 spin-off called the Autozam Clef was added to the product lineup.

Mazda officials say there are no plans to offer the AZ-1 in other markets, although they expect requests from dealers, especially in some European markets.

Fuji retains 'boxer' for new Impressa

RICHARD JOHNSON
Staff Reporter

MITAKA, Japan — Fuji Heavy Industries Ltd., parent company of Subaru of America, will stick with its traditional "boxer" engine design on the new Impressa subcompact to be launched this fall in Japan and in the United States early next year.

Takemasa Yamada, general manager of Fuji's engine development department, said in an interview that Nissan Motor Co., which owns 4.2 percent of Fuji, will not supply a traditional inline engine for the new car.

The boxer engine is so-named because the pistons operate in opposing motion, much like fighters trading punches.

Nissan began taking an active role in Fuji last year in a bid to curb Fuji's losses.

Subsequently, reports have circulated that Nissan would supply a conventional inline four-cylinder engine for the new Impressa, which replaces the Loyale/Leone in Japan this fall.

But Yamada said it won't happen. Instead, Fuji's existing flat-four engine family will be offered with only minor modifications because of the problems in trying to link Nissan's engine programs with those of his own company.

"It's very difficult, almost impossible," he said.

He said the complexity of engine planning by larger manufacturers like Nissan virtually precludes quick adoption of a common engine plan with Fuji.

"Just adding one car line to the Nissan engine matrix is technically very difficult. I think . . . not so practical," he said.

Furthermore, Yamada said Fuji is committed to the horizontally opposed design for the future.

"One of the merits is that it is the engine Subaru needs," he said. "The flat-four is very flexible because our different engines are produced on the same production line."

Meanwhile, he disclosed, Fuji is moving ahead with the two-stroke V-4 that was shown as a development concept at the Tokyo Motor Show in 1991.

The engine is undergoing prototype testing and could go into production by the end of the decade, Yamada said.

The 90-degree, 1.5-liter V-4 has a maximum output of 165 horsepower at 6,000 rpm.

The engine, which is being developed by Subaru Research Center, also makes use of a lean-burn combustion system that increases fuel economy.

Yamada said there are no major technical obstacles to achieving lean combustion.

"The problem is how to reduce nitrogen oxide," he said. "The easiest course is to find a suitable catalyst supplier."

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Geo takes mpg crown for 3rd year

HIGHEST MPG VEHICLES BY CLASS
1993 model year

	City	Hwy.
Two Seater		
Geo Metro LSi conv.	41	46
Minicompact		
Nissan NX	28	38
Subcompact		
Geo Metro XFi	53	58
Compact		
Pontiac Lemans	31	41
Mid-sized		
Mazda 626	26	34
Large		
Eagle Vision/ Chrysler Concorde/ Dodge Intrepid	20	28
Small wagon		
Ford Escort/ Mercury Tracer	29	36
Saturn SW	28	37
Mid-sized wagon		
Eagle Summit wagon/ Plymouth Colt Vista/ Mitsubishi Expo	23	29
Large wagon		
Chevrolet Caprice	17	25
Small pickup		
GMC Sonoma/ Chevrolet S10	23	27
Standard pickup		
Mazda B2200 B2600i	24	26
Vans		
Ford Aerostar	19	25
Special purpose vehicles		
Suzuki Samurai	28	29

Source: EPA

MAX GATES
Staff Reporter

WASHINGTON — Different versions of the Honda Civic and Geo Metro/Suzuki Swift took all top 10 places on the EPA's list of most fuel-efficient cars for 1993.

The Geo Metro XFi is the most fuel efficient car sold in the United States for the third consecutive model year, recording 53 mpg in city driving and 58 mpg on the highway. The Metro and Swift are produced by CAMI Inc., a Canadian joint venture between General Motors and Suzuki Motor Corp.

The Honda Civic hatchback VX took second with 48 mpg city and 55 mpg highway.

And Chrysler's new LH cars — the Concorde, Dodge Intrepid and Eagle Vision — were rated the highest among large cars, at 20 mpg city and 28 mpg highway.

Rolls-Royce cars with 6.8-liter engines were rated the lowest in four segments, getting about 10 mpg city and 14 to 16 mpg highway. They qualify for gas-guzzler penalties because they get less than 22.5 mpg.

EPA car mpg listings ➤ 34i

The top 10 vehicles in fuel economy account for less than 2 percent of new car sales, said the Coalition for Vehicle Choice in Washington. "That's because they're small subcompacts, with manual transmission and small engines — vehicles which just don't meet the needs of most motorists," the coalition said.

Consumers are more interested in safety than in higher fuel economy, the group said. The coalition is an industry-backed group that has opposed higher CAFE standards.

The EPA statistics are issued in conjunction with the agency's emission test program. Calculation of corporate average fuel economy, or CAFE, is made at the end of the year, after final sales figures for each model are known.

Clothing designer buys 50% of TWR Racing

LONDON — Italy's Benetton S.p.A., the designer of upscale, trendy clothing for children and young adults, has acquired 50 percent of TWR Racing Ltd., one of Britain's most successful automotive engineering and racing groups.

Terms were not disclosed, but sources close to TWR put Benetton's investment at $115 million.

TWR, which includes Ford, General Motors, Mazda and Rover among its clients, produces Jaguar's XJ220 supercar. Production of the Aston-Martin Lagonda is scheduled to begin when the limited-edition run of 350 XJ220 models ends.

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IRS joins FBI investigation of dealer ad fund theft

ARLENA SAWYERS
Staff Reporter

An FBI investigation of a former Bozell Inc. employee in connection with $750,000 allegedly stolen from two Chrysler-Plymouth dealer ad groups has been joined by the IRS, individuals contacted by the two government agencies said last week.

The investigation also has veered in another direction, calling into question Chrysler Corp.'s relationship with the advertising agency.

About 18 months ago, the FBI acknowledged it was investigating Joseph Haines, a former Bozell employee, in connection with more than $750,000 missing from two Chrysler-Plymouth dealer ad associations in Chrysler's Memphis, Tenn., zone.

Ed Bradberry, FBI special agent and media representative in Memphis, said last week, "no final prosecutive action has taken place."

Those familiar with the case said that among other things, the federal agencies now want to know about Chrysler Corp.'s relationship with Bozell, and whether tax or anti-trust laws are being violated.

Some dealers speculate that Chrysler acquired a financial stake in Bozell when the company was purchased by a management group from Lorimar Telepictures Corp. in 1987.

But Lou Goldfarb, Chrysler assistant general counsel, last week denied the notion and said the allegations are the "rumblings of disgruntled" Chrysler dealers in a California advertising association.

James Fieler, president of A.I.M., a Foster City, Calif., agency that handles the 40-dealer San Francisco Chrysler-Plymouth ad group, said he was contacted by the Treasury Department, the FBI and the Tennessee attorney general's office in August.

"They asked a lot of things regarding the relationship between Bozell and Chrysler," said Fieler.

Chrysler requires its dealer ad groups to use the factory-appointed agencies in order to receive matching funds from the factory.

The San Francisco group is the only Chrysler-Plymouth ad group not represented by Bozell. The group pays A.I.M. and also contributes to the Chrysler Marketing Adjustment, the fund that pays Bozell.

A source familiar with the matter said the agencies seem to be investigating why Chrysler makes it financially advantageous for dealer ad groups to use Bozell and if any federal laws are being broken.

Eugene Isaak, an attorney who represented dealers in past disputes with Chrysler, said he was contacted by the federal agencies and questioned about Chrysler's dealer advertising associations.

The ad associations that were victimized by the missing funds are the Memphis Mid-South Chrysler-Plymouth Ad Association and the Memphis Metro Chrysler-Plymouth Dealer Ad Association.

Haines left Bozell in 1990. Goldfarb said Chrysler and Bozell replaced the missing money. AN

PROGRAM

'93 volume to dip; mileage will grow

continued from PAGE 1

car sales in their operations.

Manufacturers responded by keeping the vehicles in fleets longer, in some cases upward of 25,000 miles.

Automakers now repurchase all the program cars bought by daily rental companies. The makers used to purchase 75 percent of the vehicles and let the rental companies dispose of the rest.

CHRYSLER CORP.

Chrysler's procedure differs slightly from those of other manufacturers. It guarantees the values of the vehicles sold to daily rental companies rather than repurchasing them.

The company's program car volume reached 240,000 in the 1991 model year.

"That was a high year and unique," said D. Wayne Snyder, Chrysler's fleet general marketing manager. "Two hundred thousand a year is where we will probably be for some time to come."

PROGRAM CAR VOLUMES

	1992	1993
Chrysler Corp.	150,000	200,000
Ford Motor Co.	377,000	377,000
General Motors	750,000	500,000
Mazda	20,000	20,000
Mitsubishi	40,000	40,000
Nissan	20,000	20,000*
Subaru	12,000	12,000
Toyota	40,000	50,000
TOTAL	**1,409,000**	**1,219,000**

*Automotive News estimate
Source: Manufacturers

Snyder said Chrysler is trimming costs from its daily rental car program by eliminating the fast-start allowance that encourages companies to order cars before Aug. 1.

Chrysler also shaved money for cooperative advertising with daily rental companies.

Chrysler Credit Corp. told daily rental companies not owned by Chrysler that they must find other financing sources to purchase Chrysler vehicles.

Chrysler owns Dollar Rent-A-Car Systems, Thrifty Rent A Car Systems Inc. and Snappy Car Rental and has just Acquired General Rent-A-Car.

"Chrysler has 1,000 LH vehicles in Florida and Colorado that eventually will return to the auctions," said Snyder. "Another 3,000 units will go to the rental agencies in November and will come back to the auctions."

In addition, the 2,000 LH vehicles recalled recently for a defective washer will be refitted and returned to the auctions for sale to dealers.

"Chrysler is in the daily rental business to stay and in the auction business to stay," said Snyder. "Earlier in the year, there was some concern that we were retrenching but we are not."

He said the volume of program cars coming to the auctions will increase during the next few months even though the mileage on the vehicles will be higher than in past years.

FORD MOTOR CO.

Tom Cunningham, manager of vehicle remarketing for Ford, said the company also plans to excise some of the costs associated with its daily rental program. Ford also has eliminated its fast-start allowances.

"The program car business is good business for manufacturers and dealers," he said. "It has helped dealers make reasonable profits and brought them through difficult times in 1991 and 1992."

Cunningham said this year's airfare wars have slowed the number of cars being sent to auctions because rental agencies are holding them longer and putting more miles on them.

Ford sold 377,000 program units in the 1991 model year, and to date this year it has returned 250,000 units to auto auctions.

"We will be reasonably close to the 1991 numbers this year, and we expect volume in 1993 will be similar," Cunningham said.

He also told auction owners that repossessions and off-lease vehicles should increase during the next few years if retail sales improve. Those vehicles are remarketed through auctions.

"Ten percent of Ford's volume is in retail leases," he said. "These are not program cars, but they are important and there is a good market for them."

GENERAL MOTORS

Ford Sims, GM's manager of redistribution, estimated 1993-model industrywide program car sales at 1.2 million and GM's at about 500,000.

"GM's strategy is to further differentiate program cars from new cars," he said. "We are putting more miles on them so they look more like used cars."

He said GM eventually will reduce its program car volume by 250,000 units.

In 1991, GM's program car volume was 700,000 units; in the 1992 model year, it increased to about 750,000.

But Sims was quick to add that it could take some time for those reductions to work their way through the system, so the company may end up paring only 125,000 program units in the 1993 model year instead of its goal of 250,000.

Like other automakers, GM is expected to cut costs by looking at options in daily rental cars, transportation costs and which auctions get the highest retention values. It has also trimmed cooperative advertising with rental car firms.

IMPORTS

John Ables, manager of administrative operations for Mitsubishi Motor Sales of America Inc., said the company expects to sell 40,000 program vehicles in 1993 — about the same as this year.

Mitsubishi dealers sell an average of about eight such units a month. The company allows dealers 45 days to pay for vehicles purchased at auctions, and it pays for air fare and hotel rooms for dealers based on the number of vehicles they buy.

Mitsubishi leases vehicles to daily rental companies. The company plans to hold fewer, but larger, auctions to cut costs and improve retention values.

David Alfonso, manager of national remarketing programs for Mazda Motor of America Inc., said Mazda expects to sell about 20,000 program cars in the 1993 model year — about the same as in 1992.

He said Mazda will use auctions to remarket repossessions and off-lease vehicles, essentially doubling the volume of vehicles sent by Mazda to the auctions during the next five years.

"We see this program as a marketing tool for dealers, not a grab for market share," he said.

John Limon, national used-vehicle remarketing manager for Toyota Motor Sales U.S.A. Inc., said the company will remarket about about 50,000 program vehicles in 1993, up from 40,000 in 1992. "Toyota will continue to use the auctions as a sole outlet for sale of program and company cars," he said.

Bob McNay, remarketing field operations manager for Nissan Motor Corp. in U.S.A., said the number of auctions Nissan uses is growing, but he declined to provide any numbers. Sources estimate Nissan's repurchase volume in the 1993 model year will be nearly 20,000 vehicles, about the same as in 1992.

Steve Wallerstein of Subaru of America Inc. said the company will repurchase 12,000 vehicles in 1992 and expects that volume to remain the same in 1993. AN

Chrysler buys another rental firm

Chrysler Corp. bolstered its fleet holdings with last week's acquisition of General Rent-A-Car, a Florida-based daily rental agency with a fleet of 16,000 vehicles. The purchase price was undisclosed.

The automaker acquired the daily rental car unit, which has 55 locations in 13 states, through its Dollar Rent A Car Systems Inc. The Los Angeles-based Dollar is owned by Pentastar Transportation Group, a wholly owned subsidiary of Chrysler.

Chrysler is consolidating its rental companies under Pentastar Transportation, which also includes Thrifty Rent-A-Car System Inc. and Snappy Car Rental. It will give the company a rental fleet of nearly 140,000 vehicles in North America.

General Motors, Ford Motor Co. and Mitsubishi Motor Sales of America Inc. each own or have major stakes in daily rental companies.

— Charles M. Thomas

PAINT

Ford to explain policy on F series

continued from PAGE 1

Ford spokesman John Ochs confirmed the meeting.

He said the company has been talking with a number of states and consumer divisions about the trucks.

In June, the Center for Auto Safety charged that F-series trucks were rusting and peeling prematurely and that Ford was repainting some of the trucks under a secret warranty.

The following month, Tom Wagner, general manager of Ford's Parts and Service Division, told *Automotive News* that the company would notify the approximately two million owners of 1987-91 F-series trucks and fix all legitimate problems, paint or otherwise.

Ochs said he does not know how many paint problems the company has corrected or how many requests have been turned down. He said the company will write 200,000 F-series owners a month until all are notified.

The F-series pickup has been the best-selling vehicle in the United States for 10 straight years, and Ford dealers say they're being swamped with paint requests. Dealers say the company has authorized thousands of free paint jobs, but they also say there are no clear-cut criteria.

Some consumers get free paint jobs; some pay hundreds of dollars; some are turned down.

"My feeling is they're fixing a lot of them," a Ford dealer said. "But they're still turning down a lot, too."

Dealers say a full paint job can cost $1,800 to $2,300.

A service manager in Virginia said his paint shop is booked through next August for F-series paint jobs.

Clarence Ditlow, executive director of the Center for Auto Safety, said his office still gets complaints daily from unhappy F-series owners.

"They're not doing an adequate job of taking care of the paint problems as they said they would," Ditlow said.

Virginia passed a law last year that makes secret warranties illegal. Hantwerker said the state wants to meet with Ford officials because various sources in the state have complained that Ford may be using a secret warranty to fix the trucks in Virginia.

"We have drawn no conclusions," Hantwerker said. "This is very early in the process."

He said Ford will be represented at the meeting by Lassie Lewis, an attorney, and Frank Kerry, manager of Ford's customer support center. AN

Toyota dealer settles false-ad charge

Reliable Toyota has agreed to settle allegations that its advertising misrepresented a national inventory clearance.

The Springfield, Mo., dealership advertised that it was chosen for a "special sales event." The ad claimed the dealership had "exclusive Toyota factory-to-dealer incentives."

The state attorney general's office asserted that the promotion did not exist. The agency also said that the Toyota dealership did not have a special agreement with the manufacturer.

Under the settlement, Reliable Toyota will not advertise a nationwide inventory clearance unless Toyota has so ordered. In addition, the dealership agreed that when the same incentives are available to all dealerships, it will not claim exclusivity.

The company has been ordered to pay $500 to a state fund that is used to investigate and prosecute consumer fraud and has agreed to pay all court costs.

— Helen Kahn

GM transfers Eighty Eight assembly

PHIL FRAME
Staff Reporter

Production of the Oldsmobile Eighty Eight at Wentzville, Mo., will be moved to a plant in Lake Orion, Mich., for the 1994 model year, General Motors confirmed.

The move will be made to balance the production at the Flint Automotive Division's three assembly plants — Lake Orion, Wentzville and Buick City in Flint, Mich., a spokeswoman said.

All three plants build about 58 cars an hour now, but the Lake Orion plant is losing production of the Cadillac DeVille to the Detroit-Hamtramck plant after the 1993 model run.

The Lake Orion plant also builds the Oldsmobile Ninety Eight.

Wentzville currently builds about 120 Eighty Eight units per day. Buick City builds about 400 Eighty Eights per day, and the Buick LeSabre.

The switch will allow for more production of the Eighty Eight and the popular Pontiac Bonneville. Wentzville is the sole source for the Bonneville.

Sales of the Bonneville were up more than 55 percent for the calendar year and model year through Sept. 20, compared with the year-ago periods.

The Lake Orion, Mich., plant will begin Eighty Eight assembly in the 1994 model year.

Sales of the Eighty Eight were up 7 percent for the model year and flat for the calendar year through Sept. 20.

Wentzville, which now builds the Bonneville, Eighty Eight and Buick Park Avenue, will be able to devote all of its 58-cars-per-hour output to the Pontiac and Buick models. The Eighty Eight is likely to take up much of the production at Lake Orion.

The plant also will assemble the redesigned 1994 Buick Riviera and Oldsmobile Aurora, the Toronado replacement. The plant will keep the Oldsmobile Ninety Eight in the new production arrangement.

The announcement also is tantamount to removing the three Flint Automotive plants, plus Hamtramck, from the list of potential plants GM might close. GM still must announce the closing of the four assembly plants. AN

Nissan, Hino hike truck prices

JOSEPH BOHN
Truck Editor

Two Japanese medium-duty truck importers raised 1993-model prices.

Nissan Diesel America Inc. of Irving, Texas, raised prices 4.3 to 6.5 percent depending on the model, effective Oct. 1.

The increases affect any units in the distributor's inventory as of that date, but not those in dealer inventory, according to Rick Bliss, Nissan senior vice president. They apply only to chassis and standard items. Optional equipment prices did not increase, Bliss said.

The typical Nissan UD-brand truck retails for about $25,000, including destination charges.

This is Nissan Diesel's second increase since its 1993 models bowed in April. It raised prices an average 4.7 percent then, Bliss said.

The new increases resulted from currency revaluations. The yen is now 10 percent stronger than six months ago, Bliss said.

Nissan Diesel's sales are up 34 percent for calendar 1992 through August over last year.

The company is exceeding its sales target and anticipates selling more than 3,000 trucks in calendar 1992, Bliss said.

Hino Diesel Trucks (U.S.A.) Inc. of Orangeburg, N.Y., also raised prices on 1993 FD through SG models by 3.7 to 6.8 percent, according John Hanrahan, vice president of marketing.

Hino is the last of the medium-duty importers to bring out new models this year, essentially because they have new cabs.

Hanrahan said the price increases applied after adjusting for the addition of air dryers to the brakes of 1993 models. AN

EUROPE

Taxes, inefficiencies cause price gap

continued from PAGE 6

distribution than either the distributor's or dealer's gross trading margins."

The balance of the price disparity between Europe, Japan and North America reflects European production inefficiencies and the cost of funding more than 150,000 surplus automaking jobs, the study notes.

"Judged by hours required to assemble a car, Europeans attain less than half the productivity of the Japanese and little more than two-thirds that of the U.S. producers," the report said.

"European car plants employ close to 150,000 more assembly workers than they would if Japanese average production standards were maintained," the company added.

On a per-car basis, the company said, U.S. carmakers' costs on average are $190 higher per vehicle than their Japanese counterparts. But for European producers, the gap widens to about $308 per vehicle.

"Thus, competing in North America for volume European manufacturers remains beyond the practical bounds of economic pricing," the study concludes.

"These are the crippling disadvantages that forced Rover and Peugeot from the United States." AN

INCENTIVE WATCH — CUSTOMER INCENTIVES

NEW PROGRAMS

CHRYSLER CORP.
Expires Dec. 31 unless otherwise noted. In lieu of rebates, finance rates of 2.9 to 7.9 percent are available.

1993 models

Chrysler LeBaron coupe (expires June 30)	$1,500
Imperial, New Yorker Fifth Ave. (both expire June 30)	$1,250
N.Y. Salon (expires June 30)	$750
LeBaron sedan	$750
LeBaron conv.	$700
Dodge Daytona (expires June 30)	$1,000
Dynasty, Spirit	$750
Shadow	$500
Dodge Ramcharger, Ram pickup (gas; expires June 30)	$1,500
Ram wagon (expires June 30)	$1,000
Dakota, Ram 50, Ram diesel puckup (excludes Club Cab)	$500
Eagle Talon	$700
Jeep Wrangler	$500
Cherokee (excludes Calif., Hawaii)	$500
Plymouth Acclaim	$750
Laser	$700
Sundance	$500
Minivans (excludes Calif., Hawaii) Caravan, Voyager (short and long wheelbase)	$500

1992 models

Expires Dec. 31. In lieu of rebates, finance rates of 2.9 to 7.9 percent are available.

Chrysler LeBaron coupe and conv., Imperial, N.Y. Fifth Ave.	$1,500
N.Y. Salon, LeBaron sedan	$1,000
Dodge Shadow conv., Monaco	$1,500
Other Shadow, Daytona, Spirit, Dynasty	$1,000
Colt 3-door (excludes Calif., Hawaii)	$700
Dodge Ramcharger	$2,000
Ram pickup (gas)	$1,500
Ram wagon	$1,000
Dakota, Ram 50 pickup	$750
Ram diesel pickup (excludes Club Cab)	$500
Eagle Talon Turbo, Premier	$1,500
Other Talon, Summit 4-door	$1,000
Summit 3-door (excludes Calif., Hawaii)	$700
Summit wagon (excludes Calif., Hawaii)	$500
Jeep Cherokee	$1,500
Comanche	$750
Wrangler	$500
Plymouth Laser Turbo	$1,500
Sundance, Acclaim, other Laser	$1,000
Colt 3-door (excludes Calif., Hawaii)	$700
Vista (excludes Calif., Hawaii)	$500
Minivans: (excludes Calif., Hawaii) Long wheelbase	$1,000
Short wheelbase	$500

CONTINUING PROGRAMS

FORD MOTOR CO.

1993 models

Expires Dec. 18. In lieu of rebates, 5.9 percent financing is available unless otherwise indicated.

Ford Crown Victoria	$1,000
Tarus (regional)	$500-750
Tempo, Festiva	$500
Escort (regional)	$200-500
Mustang (regional)	0-$500
Ford Bronco, Econoline RV pkg.	$1,000
Aerostar, Econoline Club Wagon	$500
F series (regional)	0-$300
Lincoln Town Car, Continental (no finance incentive)	$1,000
Mercury Grand Marquis, Capri	$1,000
Sable (regional)	$500-750
Topaz	$500
Tracer (regional)	$200-500

1992 models

Expires Dec. 18 unless otherwise indicated. In lieu of rebates, 5.9 percent financing is available.

Ford Crown Victoria	$2,000
Probe (regional)	$1,000-1,500
Thunderbird, Taurus SHO	$1,000
Mustang (regional)	$500-1,000
Tempo, Other Taurus (regional)	$500-750
Festiva	$500
Ford Econoline RV	$1,000
Ranger (regional)	$750-1,000
Aerostar (regional)	$500-750
Econoline Club Wagon	$500
F series (regional)	0-$300
Lincoln Mark VII	$3,000
Town Car, Continental	$2,000
No finance option on Lincoln.	
Mercury Grand Marquis, Capri	$2,000
Tracer LTS (regional)	$400-1,500
Cougar	$1,000
Other Tracer	$400-1,000
Topaz, Sable (regional)	$500-750

GENERAL MOTORS

1993 models

Expires Jan. 24. In lieu of rebates, 2.9 to 6.9 percent financing is available.

Buick Riviera, Park Avenue Ultra	$750-1,500
Century, LeSabre, Regal, Roadmaster, Skylark	$250-1,000
Rebates based on option package offered.	
Chevrolet Caprice, Geo Storm	$1,000
Corsica, Beretta, Lumina	$750
Lumina APV	$500
Chevrolet S10 Blazer, Sport Van (with YF-7 pkg.)	$1,000
S10 pickup	$750
Other Sport Van, Tracker, Astro	$500
C/K pickup (reg. cab)	$300
GMC Jimmy (excludes Typhoon), G-Van (with YF7)	$1,000
Sonoma	$750
Other G-Van, Safari	$500
Sierra pickup	$300
Oldsmobile Bravada	$1,500
Silhouette, Eighty Eight	$750-1,000
Ninety Eight	$500-1,000
Achieva, Cutlass Ciera, Cutlass Supreme	$500-750
Rebates based on option package ordered.	
Pontiac Grand Am, Grand Prix, Bonneville, Trans Sport	$500

1992 models

Expires Jan. 24 unless otherwise noted. In lieu of rebates, finance rates of 2.9 to 6.9 percent are offered.

Buick Skylark	$1,000
Century, Regal, LeSabre, Roadmaster	$250-1,000
Rebates based on option package ordered.	
Chevrolet Geo Storm	$1,500
Caprice	$1,000
Lumina, Corsica	$750
Beretta	$500
Cavalier	$400
Chevrolet S10 Blazer	$2,000
Sportvan (with YF7), Astro (with YF7)	$1,000
S10 pickup	$750
Lumina APV, other Sportvan, other Astro, Tracker	$500
C/K pickup (regular cab)	$300
GMC Jimmy (excludes Typhoon)	$2,000
G-Van (with YF7), Safari (with YF7)	$1,000
Sonoma	$750
Other G-Van, other Safari	$500
Sierra pickup	$300
Pontiac (expires March 31) Grand Prix, Bonneville	$1,250
Trans Sport	$1,000
Grand Am	$900
Sunbird	$750
Firebird	$500

1991 models

Chevrolet Geo Storm (expires Jan. 24)	$1,500

HYUNDAI (expires Nov. 3 on 1992-93 models)

Sonata (1993)	$750
Elantra (1993)	$500
Sonata (1992)	$1,500-2,000
Excel (1992), Scoupe (1992), Elantra (1992)	$750-1,000

INCENTIVE WATCH— DEALER INCENTIVES

CONTINUING PROGRAMS

ACURA (1992 models; expires Nov. 3)

Legend sedan	$2,500
Legend coupe	$1,000

BMW (no expiration date)

750iL (1991)	$10,000

CADILLAC (1992 models; expires Oct. 31)

DeVille, Fleetwood, Eldorado, Seville	$1,500

CHEVROLET (expires Jan. 24)

Corvette (1992-93)	$1,000
Geo Prizm (1992)	$1,500

LOTUS (1991 models; no expiration date)

Elan	$5,000
Esprit Turbo	$11,000-15,000

OLDSMOBILE (1992 models; expires Jan. 24)

Achieva, Cutlass Supreme (except conv.), Ninety Eight, Bravada	$1,000
Eighty Eight, Silhouette	$750

PEUGEOT (no expiration date)

405	$5,000
505	$6,000

SUBARU (1992 models; expires Nov. 3)

Legacy (invoiced before Feb. 4)	$500-2,500
Legacy (invoiced after Feb. 3)	$1,000-3,000
SVX	$2,000
Loyale awd wagon	$800

TOYOTA (expires Nov. 3; all rebates are based on dealer's performance against quota)

Tercel (1992)	$100-500
Celica, Corolla (1992)	$400-800
Compact pickups:	
Base 1992	$800-1,200
Other 1992	$300-700
Base 1993	$600-1,000
Other 1993	$100-500

incentive WATCH

Chrysler alters rebates, cuts finance rates

Chrysler Corp. has announced a new customer incentive program and has reduced finance rates for 1992 and 1993 models.

The program runs until Dec. 31 for 1992 and most 1993 models and until June 30 for some 1993s.

Rebates range from $500 to $2,000 on 1992 models and from $500 to $1,500 on 1993 models. The top rebate of $2,000 is on the 1992 Ramcharger. The highest rebate on 1993 cars is $1,500 on the Chrysler LeBaron coupe.

Finance rates in lieu of rebates now range from 2.9 to 7.9 percent. The rates were previously 4.9 to 7.9 percent.

Customer incentives on 1991 Chrysler models have been discontinued.

GMC raised the customer rebate on the 1993 Sonoma from $500 to $750. Incentives on 1992 models have been extended and now range from $500 to $2,000.

GMC's customer incentives expire Jan. 24.

Expired **Honda** dealer incentives on the Accord have been replaced by a lease program that runs until Nov. 30. The payment is $199 per month.

The $1,200 customer incentive that expired Oct. 2 for the 1991 **Hyundai** Excel was not renewed.

— Jennifer Heil

SCHEDULED PLANT CLOSINGS

Plant	Weeks down	Units lost/ week
FORD		
Kansas City, Mo.	10/5	4,400
Ford Tempo		
Mercury Topaz		
Wayne, Mich.	10/5, 10/12	5,000
Ford Escort		
Michigan Truck (Wayne, Mich.)	10/5	2,900
Ford Bronco		
Ford F series		
Lorain, Ohio	10/5, 10/12	4,500
Ford Econoline		
St. Thomas, Ontario	10/5	4,500
Ford Tempo		
Mercury Topaz		
GENERAL MOTORS		
Willow Run, Mich.	10/5	
Buick Roadmaster wagon		100
Chevrolet Caprice sedan and wagon		1,200
Total U.S. car		**10,700**
Total Canada car		**4,500**
Total U.S. truck		**7,400**
Total units lost week of 10/5		**22,600**

Source: Automotive News Data Center

CAW seeks Suzuki help to end strike

LINDSAY CHAPPELL
Staff Reporter

The head of Canada's auto union appealed to Suzuki Motor Co. President Osamu Suzuki last week to get the carmaker back to the negotiating table to settle a three-week strike at CAMI Automotive Inc. in Ingersoll, Ontario

CAW President Basil "Buzz" Hargrove claimed in the letter that CAMI labor costs are $10 an hour less than Chrysler Corp.'s Jeep plant in Toledo, Ohio.

While the national leader appealed to Suzuki, a local union leader raised the prospects of more trouble after learning that CAMI officials told some parts suppliers the strike will last another month.

"If they're going to keep the workers out another month, they're going to have a problem on their hands," said Brian Daley, president of CAMI's CAW Local 88. "A lot of people are pretty mad about this. People are only going to be peaceful for so long."

CAW leader Hargrove said that when the 3-year-old joint venture between Suzuki and General Motors of Canada was proposed in the late 1980s, the union accepted a request for a "two-year lag" behind industry labor rates. While that original pact left CAMI out of the Big 3 contract pattern, he said, there was no agreement that it would always remain so.

Hargrove said CAMI, which builds the Suzuki Sidekick/Geo Tracker sport-utility and Suzuki Swift/Geo Metro, is also saving $300 to $400 per vehicle now under a national sales tax act that passed after the plant opened.

Daley added that CAMI has additionally saved about $30 million over the past three years as a result of employee ideas for improved factory efficiency.

About 2,100 union workers walked off the line Sept. 14. CAMI views the strike as an economic issue, saying CAMI depends on lower wage and benefit rates than the rest of the industry to make its products competitive with imports. Workers are asking CAMI to partially close the gap.

U.S. AND CANADA CAR AND TRUCK PRODUCTION

Vehicles are assembled in the United States unless noted. Vehicles are cars unless noted.

	Est. 9/28-10/3/92	Actual 9/21-9/26/92	Sept. Est.	Year 1/1-10/3/92	Year 1/1-10/5/91
Concorde (Can.)	1,185	735	2,146	2,666	0
LeBaron A	550	585	1,916	4,246	0
LeBaron J	650	799	2,759	39,267	19,353
New Yorker	1,000	1,054	2,741	14,676	5,569
Fifth Avenue	800	799	3,410	32,770	23,302
Imperial	200	209	681	4,700	6,566
Town & Country (trk.)	650	685	2,330	14,348	3,317
Total Chrysler Div.	**5,035**	**4,866**	**15,982**	**112,673**	**58,107**
Sundance	1,550	1,606	6,807	50,635	48,010
Acclaim	2,050	1,693	5,688	57,189	61,624
Voyager (trk.)	1,950	1,917	9,369	77,936	74,528
Voyager (Can. trk.)	3,006	2,859	11,460	88,701	84,963
Total Plymouth	**8,556**	**8,075**	**33,325**	**274,461**	**269,125**
Intrepid (Can.)	900	1,199	5,027	9,962	0
Daytona	350	354	1,464	11,233	5,316
Shadow	2,300	2,293	9,580	75,694	52,820
Dynasty	1,950	1,844	6,019	66,273	93,403
Spirit	1,550	1,770	5,083	54,301	57,547
Viper	15	0	43	179	0
Monaco (Can.)	0	0	0	0	7,880
Caravan (trk.)	3,350	3,266	12,462	101,527	87,037
Caravan (Can. trk.)	3,498	3,559	13,312	126,550	110,520
Caravan C/V (trk.)	100	81	292	2,320	2,610
Caravan C/V (Can. trk.)	96	96	362	4,874	12,640
Dakota (trk.)	3,600	2,908	14,086	111,663	70,020
Ram pickup (trk.)	1,050	973	4,574	43,587	58,857
Ram wagon (Can. trk.)	350	330	1,341	16,437	15,363
Ram van (Can. trk.)	1,610	1,634	6,542	53,749	32,187
Total Dodge	**20,719**	**20,307**	**80,188**	**678,349**	**606,200**
Vision (Can.)	240	398	1,606	4,950	0
Premier (Can.)	0	0	0	0	10,222
Cherokee (trk.)	3,000	3,034	12,516	105,981	112,465
Comanche (trk.)	0	0	0	952	3,965
Grand Cherokee (trk.)*	4,000	3,762	15,199	73,084	1,560
Briarwood (trk.)	0	0	0	330	2,213
Wrangler (trk.)	1,650	1,611	6,568	13,984	0
Wrangler (Can trk.)	0	0	0	28,962	47,513
Total Jeep-Eagle	**8,890**	**8,805**	**35,890**	**228,243**	**177,938**
Total U.S. car	**12,965**	**13,006**	**46,191**	**411,163**	**373,510**
Total Can. car	**2,325**	**2,332**	**8,779**	**17,578**	**18,182**
Total U.S. truck	**19,350**	**18,237**	**77,396**	**545,712**	**416,572**
Total Can. truck	**8,560**	**8,478**	**33,017**	**319,273**	**303,186**
CHRYSLER CORP.	**43,200**	**42,053**	**165,384**	**1,293,726**	**1,111,370**
Escort	5,799	5,884	18,595	144,154	161,988
Mustang	0	0	7,127	72,264	67,468
Tempo	2,215	2,645	10,114	105,262	88,643
Tempo (Can.)	2,864	0	6,765	92,965	79,221
Taurus	11,412	11,174	46,297	318,538	250,972
Thunderbird	2,883	2,553	10,064	68,077	58,268
Crown Victoria (Can.)	2,224	2,296	9,007	82,731	72,052
Aerostar (trk.)	5,015	5,050	20,701	147,907	133,148
Bronco (trk.)	726	719	2,300	19,769	14,049
Explorer (trk.)	6,703	6,530	23,730	227,049	212,643
Mazda Navajo (trk.)	0	0	0	2,982	9,011
Econoline (trk.)	4,484	4,480	15,181	148,113	104,350
Heavy (trk.)	1,020	967	4,082	35,064	25,577
Light truck (trk.)	9,727	9,861	39,025	337,311	240,965
Light truck (Can. trk.)	3,053	3,068	12,163	94,440	79,196
Ranger (trk.)	4,628	1,781	4,719	164,738	210,944
Total Ford Division	**62,753**	**57,008**	**229,870**	**2,061,364**	**1,808,495**
Topaz	2,185	1,755	8,208	48,928	36,855
Topaz (Can.)	1,259	0	2,594	37,394	25,977
Cougar	1,917	1,719	6,724	44,231	44,799
Sable	1,776	1,749	8,335	96,124	80,006
Grand Marquis (Can.)	2,578	2,594	10,475	83,319	80,402
Mercury Villager (trk.)	896	929	3,464	9,847	0
Nissan Quest (trk.)	528	571	2,068	5,864	0
Total Mercury	**11,139**	**9,317**	**41,888**	**325,707**	**268,039**
Continental	843	849	3,543	29,983	43,056
Mark VII	0	0	0	2,380	7,552
Town Car	2,529	2,541	10,636	89,826	101,281
Total Lincoln	**3,372**	**3,390**	**14,179**	**122,189**	**151,889**
Total L-M Division	**14,511**	**12,707**	**56,067**	**447,896**	**419,928**
Total U.S. car	**31,559**	**30,869**	**129,644**	**1,019,767**	**940,888**
Total Can. car	**8,925**	**4,890**	**28,840**	**296,409**	**257,652**
Total U.S. truck	**33,727**	**30,888**	**115,289**	**1,098,644**	**950,687**
Total Can. truck	**3,053**	**3,068**	**12,163**	**94,440**	**79,196**
FORD MOTOR CO.	**77,264**	**68,715**	**285,937**	**2,509,260**	**2,228,423**
Skylark	1,855	1,571	6,920	46,879	33,411
Century	1,754	1,692	5,169	63,884	72,178
Regal (Can.)	2,600	2,684	10,534	75,189	96,245
Riviera	282	333	914	8,764	15,307
Park Avenue	984	1,958	5,841	45,203	81,985
LeSabre	3,614	3,492	12,780	122,011	61,582
Roadmaster sedan	790	783	3,053	34,257	25,136
Roadmaster wagon	0	227	420	7,344	19,096
Reatta	0	0	0	0	1,206
Total Buick	**11,879**	**12,740**	**45,631**	**403,531**	**406,146**
Eldorado	696	455	1,379	23,543	9,065
Seville	1,198	906	2,641	35,469	18,926
Brougham	1,142	973	3,159	6,862	16,128
DeVille	1,950	2,073	9,324	84,885	120,247
Allante	64	64	269	1,705	2,316
Total Cadillac	**5,050**	**4,471**	**16,772**	**152,464**	**166,682**
Cavalier	5,260	4,700	15,201	152,337	193,404
Camaro	0	0	0	47,762	41,190
Camaro (Can.)	15	15	60	94	0
Corsica-Beretta	4,320	3,866	12,770	141,023	183,210
Lumina (Can.)	10	6,139	14,596	162,182	179,659
Caprice	0	1,415	4,570	76,762	102,703
Corvette	480	480	2,019	16,447	15,960
Astro (trk.)	2,757	2,596	8,224	108,517	74,858
Blazer (trk.)	487	598	2,218	19,186	5,701
Lumina APV (trk.)	984	977	4,040	34,846	34,852
Mediums (trk.)	199	157	631	5,571	1,577
P-model (trk.)	543	373	1,676	16,164	15,604
Pickup (trk.)	6,257	6,278	26,609	217,045	220,309
Pickup (Can. trk.)	3,700	3,756	14,237	134,248	107,256
S10 (trk.)	4,158	4,737	19,982	150,374	198,439
S10 Blazer (trk.)	1,023	2,662	10,144	95,963	34,725
Sportsvan (trk.)	453	312	1,219	13,105	31,804
Sportsvan (Can. trk.)	1,500	1,546	6,094	55,019	38,981
Suburban (trk.)	1,845	1,872	7,442	49,010	21,324
Total Chevrolet	**33,991**	**42,479**	**151,731**	**1,495,656**	**1,501,556**
Achieva/Calais	995	813	3,186	76,508	34,616
Cutlass Ciera	3,369	3,431	10,134	99,115	74,650
Cutlass Ciera (Can.)	0	0	0	0	41,089
Cutlass Supreme	2,400	0	5,065	59,452	81,215
Toronado	0	0	0	3,274	3,906
Eighty Eight	1,172	1,259	4,753	51,613	65,068
Custom Cruiser wag.	0	0	50	2,127	6,685
Ninety Eight	284	76	432	18,722	60,780
Silhouette (trk.)	264	175	757	10,396	15,518
Bravada (trk.)	97	171	750	8,924	11,630
Total Oldsmobile	**8,581**	**5,925**	**25,128**	**330,131**	**395,157**
Sunbird	1,990	1,773	5,691	62,201	90,328
Grand Am	6,085	5,229	21,959	193,586	95,900
Firebird	0	0	0	17,116	15,682
Firebird (Can.)	6,000	10	9,763	12,183	0
Grand Prix	2,582	2,526	10,529	84,372	81,522
Pontiac 6000	0	0	0	0	19,603
Bonneville	1,470	2,918	8,332	71,751	57,397
Trans Sport (trk.)	727	804	3,277	30,412	21,898
Total Pontiac	**18,854**	**13,260**	**59,550**	**471,621**	**382,330**
Yukon-Jimmy (trk.)	171	966	1,608	6,863	1,704
Medium (trk.)	255	303	1,174	14,897	2,850
P-model (trk.)	84	39	175	1,724	1,916
Pickup (trk.)	2,364	2,171	9,570	83,263	92,095
Pickup (Can. trk.)	1,300	1,382	5,253	49,283	39,987
Syclone-Sonoma (trk.)	1,059	1,127	4,766	38,454	47,250
Typhoon-S15 Jimmy (trk.)	367	782	3,411	30,570	12,739
Safari (trk.)	1,070	1,231	3,140	43,614	30,704
Suburban (trk.)	909	826	3,586	26,909	16,886
Vandura (trk.)	276	151	561	6,769	14,131
Vandura (Can. trk.)	500	582	2,266	23,395	17,123
Total GMC	**8,355**	**9,560**	**35,509**	**325,741**	**277,385**
Total Saturn*	**4,400**	**4,400**	**15,840**	**153,679**	**70,013**
Total U.S. car	**49,136**	**47,413**	**172,400**	**1,808,653**	**1,770,415**
Total Can. car	**8,625**	**8,848**	**25,130**	**249,648**	**316,993**
Total U.S. truck	**26,349**	**29,308**	**114,958**	**1,012,577**	**908,514**
Total Can. truck	**7,000**	**7,266**	**27,850**	**261,945**	**283,347**
GENERAL MOTORS	**91,110**	**92,835**	**340,338**	**3,332,823**	**3,199,269**
Can. car	0	0	3,360	70,643	79,794
Can. trk.	0	0	2,084	43,466	36,712
CAMI†	**0**	**0**	**5,444**	**114,109**	**116,506**
DIAMOND-STAR†	**2,778**	**2,772**	**11,434**	**108,358**	**119,821**
Civic	2,225	2,186	8,896	76,572	63,774
Civic (Can.)	1,620	1,432	7,728	81,699	82,563
Accord	5,811	6,915	27,989	284,999	282,202
Total U.S. car	**8,036**	**9,101**	**36,885**	**361,571**	**345,976**
Total Can. car	**1,620**	**1,432**	**7,728**	**81,699**	**82,563**
HONDA	**9,656**	**10,533**	**44,613**	**443,270**	**428,539**
HYUNDAI Sonata (Can.)	**500**	**379**	**1,630**	**8,557**	**20,065**
AUTOALLIANCE†	**4,140**	**5,107**	**19,858**	**105,317**	**125,736**
U.S. trk.	1,585	1,590	6,701	51,693	51,002
Can. trk.	274	257	1,023	6,900	5,441
NAVISTAR	**1,859**	**1,847**	**7,724**	**58,593**	**56,443**
Altima	2,796	2,666	10,029	19,190	0
Sentra	2,338	2,330	9,690	91,657	101,956
Pickup (trk.)	2,760	2,799	11,484	101,257	98,042
NISSAN	**7,894**	**7,795**	**31,203**	**212,104**	**199,998**
Geo Prizm	1,475	1,135	3,341	55,666	74,439
Toyota Corolla	1,475	1,162	3,363	77,616	85,371
Toyota Pickup (trk.)	2,000	1,914	7,972	53,199	330
NUMMI	**4,950**	**4,211**	**14,676**	**186,481**	**160,140**
Legacy	1,184	1,175	5,068	44,945	44,356
Pickup (trk.)	565	561	2,335	18,799	20,047
Rodeo (trk.)	935	915	3,906	32,663	21,405
Total U.S. car	**1,184**	**1,175**	**5,068**	**44,945**	**44,356**
Total U.S. trk.	**1,500**	**1,476**	**6,241**	**51,462**	**41,452**
SUBARU-ISUZU	**2,684**	**2,651**	**11,309**	**96,407**	**85,808**
Camry	4,681	5,626	22,044	185,132	136,263
Corolla (Can.)	980	979	2,449	50,669	50,101
TOYOTA	**5,861**	**6,605**	**24,493**	**235,801**	**186,364**
VOLVO 740, 940 (Can.)	**120**	**120**	**475**	**4,898**	**6,029**
AM GENERAL (trk.)	**300**	**300**	**1,260**	**19,520**	**15,570**
MISCELLANEOUS (trk.)**	**1,920**	**1,920**	**8,064**	**124,688**	**102,640**
Total U.S. car	**122,763**	**122,362**	**469,946**	**4,289,035**	**4,118,731**
Total Canada car	**23,095**	**18,980**	**78,391**	**780,101**	**831,299**
Total U.S.-Canada Car	**145,858**	**141,342**	**548,338**	**5,069,136**	**4,950,030**
Total U.S. truck	**89,491**	**88,432**	**349,367**	**3,058,752**	**2,584,809**
Total Canada truck	**18,887**	**19,069**	**76,137**	**726,024**	**627,882**
Total U.S.-Canada truck	**108,378**	**107,501**	**425,504**	**3,784,776**	**3,212,691**
TOTAL U.S.	**212,254**	**210,794**	**819,313**	**7,347,787**	**6,703,540**
TOTAL CANADA	**41,982**	**38,049**	**154,529**	**1,506,125**	**1,459,181**
TOTAL U.S.-CANADA CAR & TRUCK	**254,236**	**248,843**	**973,842**	**8,853,912**	**8,162,721**

*Estimate

*1991 figures reflect Grand Wagoneer production.

†CAMI includes Geo Metro and Suzuki Swift cars and Geo Tracker and Suzuki Sidekick trucks; Diamond-Star includes Eagle Summit and Talon, Mitsubishi Eclipse and Mirage and Plymouth Laser; AutoAlliance includes MX-6, 626 and Ford Probe.

**Estimates for Mack, Volvo-White, Kenworth, Peterbilt, Freightliner, Mercedes-Benz

Source: Automotive News Data Center

Trucks edge past 3 million

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Special Correspondent

U.S. truck production for 1992 topped 3 million last week, nearly six weeks earlier than that total was reached in 1991.

U.S. automakers last week produced 122,763 units, 0.3 percent more than the preceding week and 0.9 percent over last year.

So far this year, 4,289,035 cars have been built, up 4.1 percent over the same point in 1991.

Estimated Canadian auto production last week was 23,095, surpassing the preceding week by 21.7 percent and topping the year-ago week by 11.3 percent.

For the year-to-date, car output in Canada is 780,101, off 6.2 percent from 1991.

Truckmakers in the United States assembled an estimated 89,491 vehicles, an increase of 1.2 percent over the preceding week and 9.7 percent over the year-ago week.

Year-to-date U.S. truck production is 3,058,752, up 18.3 percent over last year.

In Canada last week, truck output was estimated at 18,887, off 1.0 percent from the preceding week and 11.6 percent from the 1991 week.

So far this year, Canadian truckmakers have assembled 726,024 units, 15.6 percent above the same period in 1991.

The estimated daily build rate of cars and trucks in the United States and Canada last week was 50,847, up 2.2 percent over the prior week and 3.6 percent over the year-ago week.

Last week's scheduled car and truck production was shared as follows:

General Motors, 35.6 percent; Ford Motor Co., 30.8 percent; Chrysler Corp., 15.2 percent; Honda of America Manufacturing Inc., 3.8 percent; Nissan Motor Manufacturing Corp. U.S.A., 3.7 percent; New United Motor Manufacturing Inc., 2.3 percent; Toyota Motor Manufacturing (U.S.A.) 2.3 percent; AutoAlliance International Inc., 2.0 percent; Diamond Star Motors Corp., 1.3 percent; Subaru-Isuzu Automotive Inc., 1.3 percent; miscellaneous, 0.9 percent; Navistar International Corp., 0.7 percent; and AM General, 0.1 percent.

GM's Janesville, Wis., truck plant worked daily and weekend overtime last week, and the postal line at the Moraine, Ohio, truck plant also worked daily overtime.

Ford scheduled daily overtime at three car plants: Lorain, Ohio; Atlanta; and Chicago.

Five of Ford's truck plants also worked daily overtime last week: Kansas City, Mo.; Louisville, Ky.; Lorain, Ohio; Twin Cities (St. Paul, Minn.); and St. Louis.

Chrysler's St. Louis truck plant is scheduled to work daily and weekend overtime this week. The Windsor, Ontario, truck plant and the Bramalea, Ontario, car plant will work overtime next weekend.